

THE Hongkong Weekly Press

AND

China Overland Trade Report.

VOL. XLX.]

HONGKONG, SATURDAY, 30th SEPTEMBER, 1899.

No. 14.

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BIRTH.

Die Geburt einer TOCHTER zeigen an
Capt. J. PETERSEN und FRAU geb. PAULSEN.
Hongkong, September, 25th 1899.

MARRIAGES.

On the 13th September, at H.B.M. Consulate, Kobe, and afterwards at All Saints' Church, ALEXANDER WILLIAM CROMBIE to ELISE, daughter of the late E. J. SMITHS, formerly U.S. Consulate, Kobe.

At the Cathedral, Shanghai, on the 20th September, 1899, by the Rev. H. Newcombe, the Rev. C. W. ALLAN, Wesleyan Mission, Wuhu, to CLARA LOUBA, only daughter of M. and B. HOLMES, of York, England.

On the 22nd September, at H.B.M.'s Consulate and afterwards at the Union Church, Kobe, by Rt. Rev. Bishop Foss, WILLIAM KING to LISA, second daughter of the Rev. Dr J. L. ATKINSON, D.D.

DEATHS.

At Kobe, on the 13th September, at the International Hospital, V. H. THOMPSON, of Kobe, aged 32 years.

At Kobe, on the 13th September, REGINALD HENRY, the only and beloved son of E. A. ST. CLAIR SMITH, aged 3 years and 3 months. Deeply regretted.

At the General Hospital, Shanghai, on the 19th September, 1899, after a long and painful illness, HARRIET, the beloved wife of William SANDERS, Imperial Maritime Customs, Wuhu, aged 60 years.

ARRIVALS OF MAILS.

The French mail of the 25th August arrived, per M. M. steamer *Tonkin*, on the 25th Sept. (31 days); and the English mail of the 1st September arrived, per P. & O. steamer *Parramatta*, on the 29th September (28 days).

EPITOME OF THE WEEK.

An agency of the Hongkong Post Office was opened at Weihaiwei on the 1st September.

Mr. A. W. Bash, agent of the American Railway Syndicate, and family left Shanghai by the *Gaelic* for their home in Seattle.

The Conseil Supérieur of Indo-China is to hold its annual session this year at Puom-penh. The session opens on the 16th October.

Owing to the destruction of its office by fire, already reported by telegram, the *Hiogo Evening News* has temporarily suspended publication.

Authoritative telegrams have been received, says the *N. C. Daily News*, denying the existence of plague at Chefoo. Quarantine is being enforced there against infected ports. The reports from Newchwang are still very unfavourable.

Colonel Dormer, C.E. the new Governor of Weihaiwei, left Shanghai on the 21st September for that port, accompanied by Col. Fraser, C.E., from Hongkong. We (*China Gazette*) understand that extensive building operations on barracks and forts will be shortly commenced at Weihaiwei.

According to telegrams in the Japanese papers the opening ceremony of the Seoul-Chemulpo Railway was held on the 18th Sept. Some 200 invited guests came down from Seoul to take part in the ceremony, the guests including the Ministers of State, Foreign Representatives, and other foreigners and Koreans.

Mr. E. H. Conger, the U. S. Minister to China, arrived at Hongkong on the U. S. cruiser *Princeton* on Thursday morning on his way to Canton, and was visited on board by Consul-General Wildman. He resumed his voyage on Friday afternoon calling upon His Excellency the Governor in the morning. On his return from Canton he will make a longer stay in Hongkong, and will leave by the *Doric* for Shanghai on the 8th Oct.

The *N. C. Daily News* of the 23rd September says:—The Cosmopolitan Dock, when visited yesterday, had a most busy appearance. Strawn about the yard were the bent frames of four other boats similar to the *Suitai*, and a fifth boat, the *Suitan*, will be ready for launching by the next spring tides. Preparations are also being made for a sixth vessel for the West River to the order of the China Merchants. In home style we may well say the yards are full and orders booked ahead.

In consequence of the obstructions caused in the narrow streets of Soochow by the large number of well-to-do young Chinese anxious to become wheelmen, and acting on representations made by the more sober and sedate citizens, the three district magistrates of Soochow city have issued a joint proclamation forbidding the riding of cycles by anyone except foreigners, missionaries, and converts. This ought to give an impulse to conversion.—*N. C. Daily News*.

The China Mutual steamer *Chingwo*, which was ordered to leave Singapore harbour without landing her passengers, for a breach of the quarantine regulations, returned to Amoy, when where she landed her passengers, and she has since resumed her homeward voyage. She had on board a number of coolies from Amoy for the Straits and her breach of quarantine regulations was in having called at Hongkong on the voyage, the immigration of Chinese into the Straits from Hongkong being at present prohibited.

The following little item comes from Bangkok:—We thought Oom Paul would injure himself. Now his credit is impaired. A One Pound note of his, sent from South Africa to the *Bangkok Times*, has been refused by the Hongkong and Shanghai Bank here.

The *Hupao's* Tientsin correspondent states that Chang Ben-mao, Vice-Director-General of Northern Railways, is now engaged in borrowing money to construct a short railway from Peking to Kalgan, and that it is believed that an English syndicate will undertake the job. This railway is evidently the Chinese answer to the Russian scheme of building a branch line to connect the Manchurian railway with Peking.—*N. C. Daily News*.

The Mitsui Bussan Kaisha, says the *Hiogo Evening News*, has begun importing pig iron from Hangyang. Hitherto the firm has imported English iron only, but the recent rise in quotations led them to make a trial of the Chinese iron, which is obtainable at 60s. a ton—13s. less than the English iron. The iron is stated to compare very favourably with the average foreign article: its quality is not first class, but the Mitsui Bussan Kaisha is stated to have made arrangements for a regular supply of iron from the Hanyang Iron Works, and there is considerable consternation in the Japanese iron market.

Information of an interesting character has been furnished to the *Tokyo Asahi* with reference to the purchase of Japanese railway debentures by foreign capitalists. The latter are now willing, our contemporary says, to invest their money at 5 per cent. provided that, first, the amount of the railway's capital is definitely fixed; secondly, the dividends paid since the opening of the line are clearly set forth; thirdly, an undertaking is given that no loan has been previously contracted, and that none will be hereafter contracted; and, fourthly, that the interest on the debentures is paid abroad so as to secure it against taxation.—*Japan Mail*.

Referring to the return of the American Peace Commissioners to the United States, the *Manila Times* says:—The Peace Commission is still to retain its offices and transact business as usual in the Concordia. All that has happened is that Colonel Denby and Mr. Worcester have been suddenly recalled to Washington. They are to return, because they are going to Washington for the purpose of holding consultations with Admiral Dewey and Mr. Schurman, and then laying their views before Congress when it meets. Probably, if all goes well, Colonel Denby will return as soon as possible to these islands. There is no reason for any serious sensation whatever.

The steamer *Tategami-Maru* arrived at Nagasaki from Onomichi on Saturday morning, 9th September, with the U.S. troops from the wrecked steamer *Morgan City*. During the day the troops were disembarked and taken to godowns belonging to a local foreign firm, which had been comfortably fitted up for the men's reception. The *Ohio* arrived on the 11th from Manila and, after coaling, was to convey the troops to that port. In connection with the wreck, some interesting snap-shots have been taken by one of the postal employees in the U.S. service. One of the pictures shows the transport going down by the stern, with men swimming and others jumping from the sinking vessel.—*Nagasaki News*.

THE INLAND NAVIGATION RULES.

(Daily Press, 25th September.)

A perusal of the correspondence on inland waters steam navigation, forwarded to us by the Chamber of Commerce, may seem a formidable undertaking to the ordinary reader, but we would nevertheless invite all interested in the development of foreign trade with China to face the task. We would further invite their special attention to the despatch from the Inspector General of the Imperial Maritime Customs to H.B.M. Chargé d'Affaires, in which they will find the question brought to such a point as to enable them to arrive at an independent verdict. If the memorial of the Shipping Companies, published on Saturday, makes rather heavy reading, the same cannot be said of Sir ROBERT HART's manifesto, which is penned in quite a sprightly humour and may be regarded as a curiosity in the art of reasoning. Sir ROBERT HART sets out the Chinese case with engaging frankness, and its weakness at once becomes apparent. He claims for the West River a double entity, namely, as a continuation of the sea and a highway leading to the two open ports of Samshui and Wuchowfu, and as an inland water; and as the revenue from the trade on inland waters belongs to the Provinces while that from the trade at treaty ports belongs to the Imperial Government, the two trades are to be kept separate and distinct and separate services are to be employed in collecting the revenue on each, the result being, as expressed by Consul MANSFIELD, that two steamers running over the same ground are required to do the work of one. Could anything be more wasteful or illogical?

The only excuse for this splitting up of the service is to protect the provincial revenues. The question therefore arises, would the provincial revenues suffer from amalgamation? We believe not, but even if it were so the matter would be capable of easy adjustment. When the question of tariff revision was under discussion a short time ago the various bodies representing foreign mercantile interests expressed their approval of an increase of the import tariff, but on the condition that one charge should frank the goods through to the hands of the consumer and that a fair proportion of the revenue should be allocated to the provincial administrations, the last named condition being regarded as essential to the smooth working of the scheme. The Shipping Companies in claiming the right to engage in the inter-treaty-port trade and the inland navigation trade without having to run two steamers over the same ground to do the work of one cannot therefore be credited with any desire to sweep away the provincial revenue. There is no reason why one Customs service should not collect both the Imperial and provincial revenues and account for each separately. An even handed collection of the revenue can only be secured by placing it in the hands of the Foreign Customs and doing away with the competition of the Native Customs, a competition which is as anomalous as it is wasteful and oppressive.

Would the difficulty of arranging the matter with the Chinese Government be so great as is represented? We think not. The High Commissioner KANG YI has made a proposal to the various guilds at Canton that they should compound for all lekin charges by a direct payment to the Government, by which means the expense of maintaining the lekin stations would be saved. KANG's scheme appears to be impracticable,

or at all events it has not met with the approval of the guilds, but the fact that it has been formulated shows that the Government is not absolutely averse to change in the manner of collecting the revenue, provided the revenue itself is secured. Then why not transfer the collection to the Foreign Customs, which would result in an honest administration of the service with its consequent expansion of trade and increase of revenue? The question does not affect only the West River trade. Most of the Consular and Customs reports for last year contain references to the inland navigation rules, and from all quarters is repeated the same tale of impracticable conditions and disappointed expectations. Every Chamber of Commerce in China and also the Home Chambers should therefore be invited to support the representations of the Hongkong Chamber. The opening of the inland waterways coupled with an honest collection of the revenue would mean a long step in the direction of opening up the country. The foreign merchants do not want to "abolish provincial taxation," to use Sir ROBERT HART's words, nor do they want "to kill native trade." It is probable indeed that if the rules were brought into accordance with the requirements of the case the bulk of the inland carrying trade, especially on the smaller and more remote streams, would be monopolised by native craft. What the foreign merchants do ask is that merchandise on payment of duty according to a fixed scale shall be allowed to circulate freely, and what the foreign shipping companies ask is that they shall be allowed to engage in the carrying trade on terms of fair competition and without being subjected to unnecessarily restrictive regulations.

Mr. BAX-IRONSIDE, H.B.M. Chargé d'Affaires, has unfortunately allowed himself to be caught by chaff and has completely misapprehended the position. It is therefore the more important that the whole of the Chambers of Commerce in China should act unitedly in the matter and represent it to the Diplomatic Body with sufficient force to nullify the baleful effect of the British representative's perversion. The Hongkong Chamber of Commerce has made representations to the local Government with a view of securing Mr. CHAMBERLAIN's attention to the subject, and it is to be hoped that success may attend their efforts in this direction, as the Secretary of State for the Colonies, being a business man, would at once see that it is inconvenient and wasteful to require two steamers to run over the same ground in order to do the work of one, and he might be able to induce the Marquess of SALISBURY to see it in the same light. It is indeed not unlikely that when Mr. CHAMBERLAIN has got the Transvaal crisis off his hands the British Government may give some considerable attention to the promotion of British commercial interests in China.

(Daily Press, 28th September.)

It is not only on the waterways of South China that the Chinese Government have contrived to keep the word of promise to the ear and break it to the hope, when nominally conceding the right for the navigation by foreign steamers of the Inland Waterways. That privilege, hailed with so much satisfaction generally and with a flourish of trumpets in some quarters, has turned out a sickening delusion. We say a sickening delusion advisedly, inasmuch as steamship owners were deluded into the belief that they would be allowed to trade on the inland waters and had boats

specially constructed for the traffic, which are now useless to them, owing to the invention of obstructions whereby the trade is effectively closed to them. The Steamboat Companies running on the Canton River have been obliged to withdraw one of the boats built for the traffic on the upper waters of the West River, and several boats have had to be withdrawn from the Yangtze and its affluents for similar reasons. Mr. Consul WARREN, in his report on the trade of Hankow for 1898, writes on this question:—"The so-called opening of the inland waters has done nothing to improve the position here. British merchants do not seem inclined, in view of the unsettled state of affairs, to risk capital in developing the inland trade; and unless ports are opened in Hunan, and proper means taken, by sending gunboats into the Tungting Lake and the rivers running into it, to afford protection to traders, there seems no chance of the opening of the inland waters of the Yangtze Valley being more than merely nominal for some time to come." In another part of the report Mr. WARREN says that two launches run regularly to Changsha with passengers, but they are under the Chinese flag. The natives are said to be anxiously awaiting the opening of Yochow to foreign trade, but Consul WARREN, while regarding the opening of that port as a move in the right direction, is afraid that there will be little or no trade there. Long ago we insisted upon the necessity of opening Changsha and Siangtan as treaty ports, and other ports on the river Siang subsequently. Yochow is a place of small importance and by no means a centre of trade. Its sole claim to importance is the fact of its position at the entrance to the Tungting Lake. Unless the ports on the Siang river are opened to trade it is of little use to attempt to tap the trade of Hunan.

The experience of Hankow is practically duplicated at Kiukiang. Mr. Consul BRADY, in his report on the trade of the port for the past year, shows that the efforts of foreign steamship owners to participate in the trade of the inland waters have been quite vain. A British firm chartered two launches flying the Chinese flag and one or two trips were made to the Poyang Lake, but the experiment was not a success and the vessels were withdrawn, when the enterprise of course came to an end. But as "hope springs eternal," another firm has since resolved to try launches under the British flag, and if it fails to achieve success it will be of course because the Chinese officials do not intend to allow the foreigner to obtain any share of the traffic on the inland waters. Mr. BRADY says that the Fu Kang steam-launches, owned by a native company which has been in existence since 1897, still retain the monopoly on the inland waters, and are said to be doing well, but the boats only average ten tons and are not suitable, as they draw too much water and possess too little towing power. But they make the trip to Nanchang, the provincial capital, distant about 140 miles from Kiukiang, in thirty to forty hours, a great advance on the junk passage, and hence secure the patronage of the well-to-do natives. When the inland waters are really opened to foreign trade instead of being only so professedly this journey will be shortened from thirty hours to fifteen.

As showing how privileges are granted by the Chinese Government with one hand and taken back with the other, Mr. BRADY recites the manner in which the chartering of junks by foreigners was first permitted and

then rendered impracticable. He says:—"The chartering of Chinese junks by foreigners, a right conceded by the Yangtze Regulations, was availed of in 1898 to the extent of 41 junks, which were employed to convey Chinese-owned cargo, principally tobacco, to Chinkiang, at the Chinese New Year. According to an ancient custom native craft arriving at certain barriers during the three days previous and immediately following the New Year are exempt from payment of all lekin, and foreign merchants have been hitherto in a position to oblige their native constituents by forwarding their goods for them in this class of vessel, and thus freeing them from the heavy exactions of the lekin stations *en route*; but under the revised regulations now in force on the Yangtze this privilege becomes abrogated, and no chartering of Chinese junks will be possible unless the cargo on board is actually the *bona fide* property of the foreigner chartering the junk." The interpretation put upon the Inland Water Rules and Regulations by Sir ROBERT HART has, in like manner, put an end to any prospect of the British vessel doing the trade on the West River, unless some new understanding can be arrived at. The real cure of course is to be found either in the abolition of the restrictions at present imposed upon vessels seeking to avail themselves of the privilege of the navigation of the Inland Waters, and doing away with the distinction between "interport" and "inland" trade. If this were insisted upon by the Treaty Powers, and also the amalgamation of the Native and Foreign Customs, there would be some chance of the inland waterways being really opened to foreign trade and steam navigation, whereas the so-called concession is at present only a cleverly designed decision intended to pacify for a time the clamorous foreigner.

DISCRIMINATORY DUTIES ON FORMOSA TEA.

[Daily Press, 29th September.]

In another column we reproduce from the Formosa Consular report an interesting extract referring to the competition now prevailing in the Formosa shipping trade. In so far as that is a fair trade competition it calls for no remark, nor do we propose now to enter on the vexed question of shipping subsidies. There is, however, another passage in Mr. LAYARD's report, referring, not to the competition between particular Companies, but to the attempt of the Japanese Government to divert the Formosa tea trade from its old accustomed route, which commands attention. This subject, it will be remembered, was recently dealt with by the Hongkong Chamber of Commerce, which made representations regarding it in the proper quarter, and the question is still pending. At the time Mr. LAYARD penned his report, the date of which is not stated, the discriminatory duty had not been imposed, but some movement of the kind was apparently anticipated. Mr. LAYARD says:—"There can be no doubt that the Japanese Government will do all in its power to foster a direct export of tea from Kelung to America in Japanese steamers, either via Japan or direct, but this consummation seems to be no nearer than in previous years." Reference is then made to the drawbacks of Kelung as a shipping port, and to the profession of some of the merchants to be little concerned with this danger menacing their Amoy business, on the assumption that British steamship companies still have a

good working margin on freights, and that tea can be delivered in New York at a freight, including the Suez Canal dues, which will render abortive any attempt to ship it via Japan and San Francisco. The report proceeds:—"So far as Kelung is concerned this may be the case, but the last word has not yet been said about Tamsui harbour, which if properly dredged might, for vessels of moderate draught, fairly enter into competition with Kelung for shipment at least to Japan. In fact one shipment has already been made from Tamsui to Kobe, when the opportunity of a direct transit offered. However opinions may vary on these points, the danger to the Amoy trade exists, whether it can be successfully met or not, and it is for British merchants and shipping companies to see to it that all precautions are taken to prevent any inclination of trade in that direction if they wish to avert the ruin of the Formosa section of the Amoy tea business." The reality of the danger has since been verified, but instead of taking the form of the improvement of Tamsui harbour—which, whatever its effects on special interests, would have been welcomed on public grounds—it has taken the vicious form of a differential tax. A discriminating duty of yen 1.60 per picul is levied on Formosa tea if shipped direct to foreign countries whilst the leaf is allowed to be shipped from Formosa to Japan free and thence exported abroad free of duty. Tea shipped via Amoy or Hongkong is therefore heavily penalised. Nearly two months have elapsed since representations as to the unfairness of this discriminatory duty were made, and it affords occasion for surprise that in such a clear case no intimation has yet been made of its removal.

CREMATION AND THE OVERCROWDING OF HONGKONG CEMETERIES.

[Daily Press, 26th September.]

The Hon. H. E. POLLOCK in his letter suggesting the formation of a Cremation Society in Hongkong says it appears to him that nobody who studies the facts and figures can fail to be struck with the dangers attending upon the disposal of the dead by burial, especially in a small island like Hongkong. He adds that "It is not to be expected that the cause of cremation will at once advance here by leaps and bounds, but, if an association were to be formed of those who are in favour of it, a valuable start would be made which might lead in due time to important results." We hope Mr. POLLOCK may be successful in starting such an association, and to those interested in the subject we would commend the perusal of the late Mr. GRANVILLE SHARP's lecture upon it, copies of which, we understand, may be had upon application to Mr. POLLOCK. In that lecture Mr. SHARP gave some figures of local interest. We have, he said, a population of 260,000 souls. Of these some 2 per cent die every year, or say about 5,000, and it takes about half a century for a corpse buried under the usual conditions to be entirely resolved into its original elements. Calculating from these figures we now have in the island a quarter of a million of corpses in all stages of decay, and this number rapidly grows as the population increases. That the burial of the dead in the soil may be attended by danger to the living is so fully recognised that intramural interments are no longer permitted in England, and cemeteries are frequently closed when the growth of towns brings houses into immediate contiguity to them. Sir LYON PLAYFAIR in an

address on the subject some years ago said:—"By the act of ordinary interment we literally sow broadcast through the land innumerable seeds of pestilence—germs which long retain their vitality—many destined at some future time to fructify in premature death or ruined health for thousands." It is high time therefore that a more sanitary method of disposing of the dead should be adopted, and although, as Mr. POLLOCK says, it is not to be expected that the cause of cremation will advance here by leaps and bounds, it is incumbent upon those who recognise the importance of the subject to do what they can towards the education of public opinion. The formation of a Cremation Society would be a step in that direction. At best, however, it will be many years before cremation is likely to become general, and in the meantime we in Hongkong are confronted with the fact that the cemeteries on the island are rapidly becoming overcrowded. Official attention was devoted to this important subject some ten years ago and an attempt was made to secure an island in the neighbourhood which might be used as a place of interment. The difficulty of making arrangements with the Chinese Government stood in the way at that time, but with the extension of the colony's territory, which has placed a number of islands at the disposal of the Government, that difficulty has now disappeared. It now only remains to make a selection of the most suitable island and formulate the necessary regulations. If we cannot, in the present state of public opinion, dispose of our dead by cremation, let us at least remove them from the immediate neighbourhood of inhabited areas.

OPIUM SMOKING AND SUICIDE.

[Daily Press, 23rd September.]

We do not hear so much nowadays of the vice of opium smoking and reproaches heaped upon the wicked British merchants, who were most wrongfully alleged to be responsible for the introduction of the drug into China. The reasons for this, perhaps, are not far to seek. The misstatements sown broadcast by the Anglo-Oriental Society for the Suppression of the Opium Trade have been disproved; the Chinese officials and Government have been shown to be responsible for the enormous growth of the native drug; and the alleged harmful effects have been clearly proved to have been much overdrawn. Still there are not wanting among the missionaries many who deplore the extent to which the vice has attained in China. Although the imported variety plays a comparatively unimportant part in the use of opium, the drug has by no means ceased to exercise baleful effects upon those who abuse it. On the contrary, the native drug has, in many cases, proved more harmful than the imported opium, and as it can be purchased at a much lower rate the habit of opium smoking has spread among the lower classes in many provinces very considerably. Extensive tracts of fertile land, formerly devoted to grain cultivation, have also been given up to the production of the poppy, whose scarlet blooms flourish their baneful glamour over many a country side where formerly the tender green of the rice plant spread its pleasing homely tint. Instead of importing opium, China will very soon have opium to export if she can find customers for the drug. Fortunately it is the Mongolian chiefly that indulges in the opium habit, and it would not be admitted into either Japan, India, or Java.

But though we are well aware of the enormous increase that has taken place in the opium production of China, so great indeed that if the import of foreign drug into the country ceased to-morrow it would hardly be noticed except by a comparatively few smokers in the Treaty Ports who prefer the flavour of the Indian product, yet we are loth to believe the statement made by a correspondent of our Shanghai morning contemporary who writes from Chaotung in Yunnan. After stating that the missionaries resident in that city are constantly called in to give assistance in cases of opium poisoning, he says that in the first half of the current year there were exactly fifty cases of the kind and that in one family of seven no less than five have died from the effects of the drug self-administered. He then goes on to say that a few years ago he gathered some statistics from several cities in different parts of China, and came to the conclusion, based on these figures, that in the whole Celestial Empire no less than half a million persons every year attempt to take their lives by swallowing opium. This is a tremendous number even in a population of 300,000,000, and we take the liberty of doubting its accuracy. It is true that the Chinese as a race are prone to self-slaughter, and will frequently take poison—preferably opium because it is readily obtainable—on the very slenderest provocation. A slight disappointment, a small loss, a harem dispute, are often sufficient cause to make the son or daughter of Han resolve to shuffle off this mortal coil, never found too attractive in the sordid conditions of existence in the so-called but misnamed Flowery Land. But half a million suicides per annum! Hardly, we think, even in China.

HONGKONG SANITARY BOARD.

The usual fortnightly meeting of the Hongkong Sanitary Board was held on Thursday afternoon. The President (Dr. J. M. Atkinson, Principal Civil Medical Officer) occupied the chair, and there were also present the Vice-President (the Hon. F. H. May, Captain Superintendent of Police), the Hon. R. D. Ormsby (Director of Public Works), Mr. E. Osborne, Dr. Clark (Medical Officer of Health), and Mr. G. W. Duggan (Secretary).

THE INSANITARY PROPERTIES BILL.

The VICE-PRESIDENT—Before proceeding with the orders of the day I should like to ask whether any communication has been received from the Government in respect to the Insanitary Properties Bill, which was remitted to us exactly a fortnight ago for further consideration on one section of the Bill, that referring to the height of buildings. We understood from the Director of Public Works, who has the advantage over us in being a member of the Executive Council, that if we adopted certain concessions in respect to that section—in fact if we withdrew the provision for restricting the height of buildings, of houses erected on land already purchased from the Crown—the Bill would probably pass as it stood, and being extremely anxious that the Bill should pass, even without the provision regarding the height of buildings, we made a very considerable modification of that section, which we hoped would meet the opponents of the Bill. But as far as we can see there is still considerable delay before us. We know, or we have reason to believe, that His Excellency the Governor is very anxious to legislate with a view to improving the sanitary condition of the town, and we can only infer that there must be some secret influence at work—at least I won't say some secret influence, but some influence with which we are unacquainted, which continually blocks this Bill. The Insanitary Properties Commission was appointed in 1896. It took the best part of two years to finish its report. We spent three months extremely hard work in the hot season last summer reporting on that report, and here we

are today no further. Of course a member of the Board who is also an official is placed in rather a difficult position in continually hammering at the Government to try and pass this Bill, but if one has to be something more than a lay figure on this Board one has to satisfy one's conscience at any rate and do the best one can to alleviate what is an extremely undesirable condition in the city at the present time. I beg to move that the Standing Orders be suspended in order to enable me to move a resolution on the subject.

Dr. CLARK seconded and the motion was carried.

The VICE-PRESIDENT—I beg to move that we address an urgent appeal to His Excellency the Governor to take the earliest opportunity to introduce into the Legislative Council a Bill relating to insanitary properties as finally amended by us and forwarded to the Government on the 15th September.

Mr. OSBORNE (after a pause)—I will second that. Let us hope we shall have something more than a stereotyped answer.

The motion was carried.

APPOINTMENT OF A SELECT COMMITTEE.

On the motion of the PRESIDENT, seconded by the Hon. R. D. ORMSBY, it was decided:—“That the Medical Officer of Health and the Secretary be appointed a Select Committee, under the provisions of section 3 of Ordinance 11 of 1895, for the purpose of granting permits for the construction and maintenance of cock-lofts and cubicles, and for the occupation of basements in accordance with sections 6, 7, and 8 of Ordinance 15 of 1894 and the Bye-laws made under that Ordinance.”

THE APPLICATION FROM THE ROYAL ARTILLERY MESS HOUSE.

The application from the Royal Artillery Mess House as to two urinals was granted on certain conditions.

THE STAFF OF THE SANITARY DEPARTMENT.

Dr. Atkinson and Dr. Clark, the Select Committee for the consideration of the proposed increase to the staff of the Sanitary Department, submitted a report from which we extract the following:—

“We are of opinion that an assistant Medical Officer of Health should be obtained from England at as early a date as practicable. He should possess a diploma in public health, should be under 30 years of age, appointed to the Sanitary Department on the understanding that in cases of emergency his services must be at the disposal of the Medical Department of the colony. He should receive a salary of \$2,400 per annum, rising by annual increments of \$300 to \$3,600 per annum, together with quarters or a house allowance of \$720 per annum and conveyance allowance of \$288 per annum.

“We also recommend the appointment of three additional first-class inspectors and two additional second-class inspectors of nuisances, whose services will be mainly employed in connection with over-crowding, house-drainage, and the prevention of food adulteration, and as reasons of this increase of staff we would give in addition to those mentioned by the Medical Officer of Health in his report to the sub-committee under date of July 21 the facts:—

“(1) That bubonic plague may now be said to have become endemic in the colony, and will therefore require the greatest vigilance on the part of the sanitary staff to hold it in check, and

“(2) That during the five years 1894-1898 the Sanitary Board received most valuable assistance from the Police Department in combatting the various outbreaks of bubonic plague. Thus during 1898 they had the exclusive services of 13 European police officers during a period of two months, while in 1896 equally valuable assistance was rendered, but during the present year it has been found quite impossible by the Hon. Captain Superintendent of Police to spare any European police for this work, and we are given to understand that we cannot count upon the assistance of the police in future, and other reliable European assistance has not been obtainable, with the exception of the few volunteers who kindly came forward for a few weeks at what proved to be the close of the epidemic. The assistance of the volunteers is also not to be reckoned on in future, as the feeling among the community is that the Government ought to provide a staff that should

not require volunteer aid except in cases of grave emergency.

“Each of the drainage inspectors will require a Chinese foreman at a salary of \$10, rising to \$12 a month.

“We also recommend that the clerical staff of the Department should be strengthened by placing the temporary Portuguese clerk who was appointed in April 1895 on the permanent staff, and by the addition of another Chinese clerk at a salary of \$40 a month.”

In his report to the sub-committee Dr. Clark recommends the appointment of two additional inspectors to devote the whole of their time to night visitations and prosecutions, on the ground that the services of two inspectors are necessary if any systematic attempt is to be made to deal with the question of overcrowding. He recommends the employment of an inspector to devote the whole of his time to the administration of the Food and Drugs Ordinance, with the view to the protection of the community from such diseases as arise from adulterated or decomposed food. He also recommends the appointment of one or more inspectors to devote the whole of their time to the abatement of drainage nuisances, adding:

“There is little doubt that at no very distant date at least three such inspectors will be required; but it is possible that at first two would suffice, although I must point out that this is a class of work which is most important to the preservation of health, and that we are as yet by no means sure that bubonic plague does not bear an intimate relationship to the sewage-contaminated soil.”

The PRESIDENT—In moving the adoption of the report of the Select Committee which proposes an increase in the staff of this department, I think we may take it that plague is now endemic in the colony, and this being the case it behoves this Board to take every step that we can in order to improve the sanitary condition of the colony. The Committee has fully considered the staff at the disposal of the department and in this report certain recommendations have been made. They have recommended the appointment of an Assistant Medical Officer of Health and three additional first-class inspectors and two additional second-class inspectors of nuisances. The services of these additional first-class inspectors will be made use of in connection with overcrowding, house drainage, and the prevention of food adulteration. This may appear to be a large increase of the staff, but we must remember that practically now we have to deal with these constantly recurring epidemics without any assistance from the police. At any rate this year it has been so, and as far as we can see in future years it will probably be the same. For this reason we think the staff must be considerably increased if we are to do our duty as a Board. I move that this report be adopted by the Board and be forwarded to the Colonial Secretary for the information of the Government.

Dr. CLARK, in seconding, said—There is one point, however, that must not be lost sight of, and that is, that neither this staff, nay, nor ten times this staff, will ever be able to cope with the filth, the squalor, and the disease that lies *perdu* in the many thousand tenement houses of this city until they are provided with a reasonable amount of light and of fresh air. A few weeks ago a Committee of this Board visited some twenty houses in Health Districts 4 and 5 and reported as follows:—“The designer or builder seems to have had but one object in view, namely, to contrive how many human beings could be crammed into and exist on the space,” and yet these houses are no worse than the great majority of the buildings in the city, and the Board at least will not be surprised to learn that one of the first applications I had from each of the Volunteers who kindly assisted in the house to house visitation during the month of July was for bull's eye lanterns, without which they said a proper inspection of these miserable tenements was impossible. No doubt if the Government were to appoint half-a-dozen Medical Officers of Health and half-a-dozen Police Magistrates a very large percentage of the houses of the city could legally be closed under section 23 of the Public Health Ordinance in the space of a few months, but surely then the last state of this city would be worse than the first, for the remaining

houses would become grossly overcrowded and be converted into hotbeds of disease; and yet the Sanitary Board is not infrequently blamed for not going to these lengths, and because we do not stamp out the plague by such means as these—the only ones, mind you, which are at present at our disposal—we are dubbed by the highly scientific agnomen "emasculated," which can, I presume, only mean that we are a parcel of old women! Yet in spite of this I think no one can say that we have not the courage of our convictions. We know what we want and we have not failed to ask for it in season and out of season, and not only we but every sanitary committee and sanitarian that has given a thought to this matter during the past twenty five years; but, alas! it is not a case of "Ask, and ye shall receive." Two of the gentlemen who volunteered their services assured me that they would willingly go into the witness box and give it as their opinion that many of the Chinese houses they visited were unfit for human habitation, and they were astounded when I assured them that even now, after our five years' scourge of plague, owners of land can still cover the whole of it with roofs and are not required to provide any air shaft or open space whatever in connection with their houses, even though such houses be 60 feet or 80 feet in depth. These gentlemen were not experts in sanitation, but merely gave their opinions as men of ordinary common sense and understanding; and I take it that what this colony wants at the present moment is the openly expressed opinions of such men and the representative men of the commercial world, as to the danger which is being done to trade by the plague in our midst. One hears in the course of conversation that the trade of this port is seriously affected, that every steamer that can possibly do so passes Hongkong by, and yet we hear nothing authoritative from those whose interests are most closely bound up in the commerce of the port. The incident of the steamer *Chingwo* alone must have involved a loss of several thousands of dollars. Why does not, therefore, the Chamber of Commerce or some other representative body tell us that the plague is ruining the trade of the Colony (if such is indeed the truth), and demand that it shall be stamped out at any cost? What is the use of the Chamber laying the flattering unction to its soul that plague has now become "merely sporadic" when we have had a practical continuity of cases since May, 1897, and are at last driven to the admission that the disease has become endemic in the city? What is the practical value of long anonymous screeds such as this signed by "Overwork and Overstrain." What is the value of poetic effusions, also anonymous, addressed to "Gentle Pollock, kind and true," on the subject of our sanitary sin's of omission? (Laughter.) Nay, more, what is the value even of the gallant fight which the Press is always making for the betterment of our sanitation, if our public men will not come forward and personally add their weight and influence to the representations of this Board? In a memorable speech of Sir Thomas Jackson some few years ago he said that "There is no doubt that the present state of Hongkong is a disgrace to our civilization," and since then Mr. Whitehead has many times reiterated these sentiments, and yet I fear that this state of things must continue so long as old buildings are allowed to exist and new ones to be erected without adequate provision for their lighting and ventilation. Surely it cannot be that the Colony's property is in the hands of men to whom the physical and moral welfare of the community are naught in comparison with their illicit gains from the rack-renting of foul brothels and fouler tenements! Surely the representatives of the vast commerce of this port have some interest in the cleanliness of the port? Can we but get their views upon this question and act upon them I am sure that the Board's hands would be strengthened and that there would be an irresistible demand for the improvement of our sanitary laws. If any one wants evidence of the influence of sanitation upon such diseases as bubonic plague let them read carefully the history of typhus fever in the great cities of England. This disease is, I believe, universally recognized as having many very close resemblances to bubonic plague in fact. Marchison spoke of the latter as the "typhus of warm climates," and

both diseases are largely dependent upon the deterioration of physical stamina by squalid and insanitary surroundings. Typhus has been stamped out of England by sanitary measures alone, and equally must bubonic plague be stamped out of this Colony by the better housing of the poorer classes of the community and by a vast improvement in their physical and moral welfare. It is often said that statistics can be made to prove anything, and I am told that nearly as many cases of plague have occurred this year in sanitary houses as in insanitary ones. But what is the standard taken to qualify these houses as "sanitary"? Nothing but a paltry air shaft of 50 sq. ft.—7 ft. by 7 ft. in fact,—irrespective of the height of the building or the area covered by it. To my mind this only proves how hopelessly inadequate is this "standard," and that the sooner the Board's scale of open spaces for new buildings becomes law, the sooner there is more complete control over cubicles and over the condition of private lanes, the sooner the present excessive height of buildings in narrow streets is curtailed, the better will it be for the health of the community of this city. (Applause.)

The VICE-PRESIDENT:—I agree with everything Dr. Clark has so ably said, but at the same time I cannot vote for the resolution. I think the increase of staff asked for is too great. In the first place it is said one inspector is required for the prevention of food adulteration, especially in milk. Well, there is a police inspector at the present time whose duties are very largely in connection with the Food and Drugs Ordinance. It is he who collects samples of liquor from licensed premises and elsewhere, and there is no doubt he would have time to collect samples of milk, and in that way he would assist the Sanitary Board very considerably in connection with the prevention of food adulteration. I think at any rate that that scheme might be tried. That would save apparently one man. Then it is said that two additional second-class inspectors are required whose services would mainly be employed in connection with overcrowding. We all know that these prosecutions for overcrowding cannot be carried out except in the winter months, for the simple reason that the people sleep on the roofs and in the streets in summer, and you cannot get the necessary evidence. It is quite true the police have not been able to assist the Sanitary Board this year in connection with the plague, but the Police Force has never been so undermanned, as far as Europeans are concerned, as it has been this year. We have been about 25 men short. There is no doubt that if we had not had that shortage we could for a term have lent some men to the Board to assist them in carrying out plague work, for the simple reason that when the plague is epidemic in the colony a large number of people leave the place, and it has been proved by experience that crime in the city decreases. I trust that the taking of certain measures will enable the European portion of the force to be brought up to its full strength, and if this be done there is no reason why in the winter months some two or three men should not be at the service of the Sanitary Board for night inspection. It does not require any technical knowledge. It is simply a matter of going into the houses and counting the sleepers, and all you want is some discretion. I think in that way the Board would obtain substantial assistance. I would vote for a resolution which recommended the appointment of an Assistant Medical Officer of Health and two additional first-class inspectors. I think that that addition is certainly required. I would like to say that it is not by increasing our staff of inspectors to an excessive strength that we can get rid of the plague. There is only one panacea for plague, as the Medical Officer of Health has pointed out, and that is light and air. It was proved here in 1894. The inhabitants of Taipingshan, who had been giving us 100 cases of plague every day, were removed to new buildings which had never been occupied before; they were put there in limited numbers; they were not allowed to erect cubicles; they were visited twice a day; it was seen that the buildings were properly ventilated, the windows being kept open. There were 4,000 people there for two months, and they only contributed ten cases of plague amongst them during that period. I was speaking to a

very able naval medical officer, this morning, and he told me that exactly the same experience had been met with in India, that where the population of a plague-infected area had been turned neck and crop out of that area and placed in temporary dwellings where there was free circulation of air and no overcrowding they got no plague at all. Within a few days, as quite soon after they were removed, the effect of sun and air upon them almost seemed as if it killed the actual germs which must have been in their bodies before they were removed. It is no groping about for panaceas of any other kind. If you had 20 Medical Officers of Health and 100 sanitary inspectors, and if you had disinfectants enough to drown the whole city, you would never stamp the thing out. The only way this can be accomplished is to sit down and hit it bit by bit improve the city until you get it into such a state that plague or any other infectious disease cannot obtain a firm hold upon us. In my opinion it will take 25 years of hard work to do this.

Mr. OSBOURNE:—In a matter of this sort, involving a considerable increase in the expenditure of the colony, I have not the slightest doubt the Government will be only too ready to take advantage of the remarks which have fallen from the Vice-President and refuse what we ask. Therefore I am very sorry to hear what the Vice-President has said, because although I agree with a great deal of what he has said in regard to panaceas for this evil, still the fact remains that we have got to deal with things as they are and not as they ought to be. We have just heard that this Insanitary Properties Bill is apparently shelved. It has taken five years to get it into its present state, and it will probably be a very much longer time before it becomes law. In the meantime we are going on in the old way. The plague has become endemic, and apparently we are helpless. Therefore it seemed to me when I first spoke on the subject that the only thing to do under the circumstances was to ask the Government to give us a larger staff, so that we could do the best we could as at present and keep the place even as it is a little cleaner—to keep down the cubicles and all those illegal structures inside the houses—and then it seemed to me we could set to work on the large and more comprehensive scheme of taking really practical steps to admit light and air into all these slums. Although we are very much obliged to the police for the assistance they have given us in the past, I do not think we ought to count upon them any more than we can count upon volunteers. The reason that volunteers did not come forward this last summer was from what I have heard, that people argued that it was the business of Government to provide against these plague epidemics; that whilst they were quite willing to come forward in the first outbreak to assist they would not do so now, because they said no steps, or not sufficient steps, had been taken to meet the difficulty. Therefore we cannot hope for volunteers in the future. With regard to the police, we cannot be sure of their assistance, and in any case it is more or less of a make-shift, and in a matter of this sort we ought not to be dependant upon make-shift. As regards the amount of work which these inspectors have to do to keep the place clean, I do not think we need a better illustration than what the Vice-President, Mr. Ormsby, and myself saw and went through some weeks ago. We visited some of these slums and it was literally heart-breaking work. It was a question of climbing up the stairs. They were perfectly dark. The air was filled with dust and filth and noxious smells; so much so that I know that I for about an hour and a half afterwards felt quite sick, and I believe the Vice-President and Mr. Ormsby were not much better. That is the kind of work these inspectors have to do every day of their lives. From the figures that have been given to us by the Medical Officer of Health it would appear that there are about 2,000 floors in each district, and these floors are supposed to be visited once every two months. Of course I do not rely upon figures, but still they are useful sometimes as a guide, and taking into account the number of floors to be visited and the time at the disposal of the inspectors it works out, according to my figures, to something like two and a half minutes per

floor. That is to say that the inspector in these awful summer months can only visit each floor once every two months and cannot spend more than two and a half minutes in each. That is a physical impossibility. I defy the strongest man to do it not only in two and a half minutes but in four times as long a period. I argued from that that there were not sufficient men to do the work. For an inspector to visit one of these floors, see an illegal cubicle or cockloft or some other obstruction, converse with old women and small children, find out who put the obstruction there and order it to be taken down, tell the people to keep the place clean—sweep the floor, and so on—all takes time, and I maintain that the inspectors have not the time and that it is absolutely impossible for them to do the thing properly. On these grounds I considered that there ought to be more men. Of course the Vice-President has said that winter is the only time we can deal with overcrowding. For my own part I do not think we can touch the question of overcrowding. The moment you begin to do that you drive the people out, and there is nothing else to do; but the man who attends to overcrowding in the winter will have plenty of work to do in the summer when the plague is on, so that I do not think the man put down to look after overcrowding will have at all an idle time of it. From figures which I worked out I made out that we should require a great many more men than we have asked for, but of course I know it is no use asking for too much, and therefore I agree with the report. Unless we get these extra men and an Assistant Medical Officer of Health I cannot see that we can do much good.

The Hon. R. D. ORMSBY—The only remark I wish to make is that I do not think we have any reason to speak—perhaps it was a *lapsus linguae*—of the Insanitary Properties Bill as being shelved. It is true it is 13 days since we sent it up from here, but there has been no meeting of the Legislative Council since, and it is quite possible the Attorney-General, who is extremely hard worked just now, may be preparing to lay the Bill before the Council. There has been, I know, some talk about the Bill being shelved, but I think there is no reason for us to speak of it as being shelved. With regard to this other matter I think I shall be obliged to vote on the side of the Vice-President, because I think it is far more necessary we should do work in the colony in the way of getting rid of insanitary properties than in increasing the staff. As to an Assistant Medical Officer of Health, I am quite prepared to support that suggestion, and also the appointment of one or two more inspectors, especially in view of the tremendous growth of British Kowloon. The extent of building there is scarcely realised in this colony. The population is doubling every few years, I should think, and there will be quite work enough for an Assistant Medical Officer of Health over on the other side in a very short time, but with regard to the total expenditure recommended here I am afraid I cannot support the proposal.

The VICE PRESIDENT proposed, and the Hon. R. D. ORMSBY seconded, an amendment to the effect that the Government be asked to provide for the appointment of an Assistant Medical Officer of Health and two additional first-class inspectors.

On the amendment being put, only the mover and seconder voted for it. The President, Mr. Osborne, and Dr. Clark voted for the motion, which was carried.

RINDERPEST AT KENNEDYTOWN.

Inspector Watson, in a report dated 18th September, said that on the 16th inst. two calves arrived at the Cattle Depot from Namtau suffering from rinderpest and very sick. He had them both at once segregated, and as he expected they both died during the night. On the 17th inst. 34 animals were admitted into the Cattle depot from Nam Hung. Two were suffering from rinderpest and one showed strong symptoms of pleuro pneumonia. On the 19th inst. the Inspector reported that in accordance with instructions he shot the three sick animals the previous day and had their carcasses buried on the hillside.

On the 16th inst. Inspector Watson reported that in accordance with instructions two animals suffering from rinderpest in the segregation

ward at Kennedytown and brought from Nam Tang had been shot and their carcasses buried.

THE PLAGUE IN PORTUGAL.

A letter dated August 31st was read from Mr. C. B. Bayley, Assistant Secretary to the Government of Bengal, which said:—

"I am directed to state for your information that intimation having been received of the outbreak of plague in Portugal the necessary instructions have been issued to the officers concerned to strictly enforce the Venice Sanitary Convention Regulations in the ports of Calcutta and Chittagong against vessels arriving from the Portuguese ports."

MORTALITY STATISTICS.

The mortality returns from Macao for the weeks ended Sep. 3rd and Sep. 10th showed 60 deaths (including one from plague) for the former week and 39 (including three from plague) for the latter.

The mortality statistics for the colony of Hongkong for the week ended Sep. 9th showed a death rate of 23.6, against 19.7 for the previous week, and 20.1 for the corresponding week last year. The rate for the following week was 23.2, against 17.2 for the corresponding week last year.

BAD MILK.

The application of Dr. Clark for power to destroy 42 tins of condensed milk which were unfit for human food was granted.

This was all the business.

OUTBREAK OF RINDERPEST AT POKFULAM.

On Wednesday afternoon a special meeting of the Hongkong Sanitary Board was held for the purpose of considering an outbreak of rinderpest at the Dairy Farm, Pokfulam. The President (Dr. J. M. Atkinson, Principal Civil Medical Officer) occupied the chair, and there were also present the Hon. J. H. Stewart Lockhart, Mr. E. Osborne, Dr. Clark (Medical Officer), and Mr. C. W. Duggan (Secretary).

The PRESIDENT said he regretted to have to call them together at such short notice, but a report had been received by the Secretary to the effect that rinderpest had broken out at the Pokfulam Dairy Farm, and it was necessary for the Board to declare the premises infected and to take the necessary steps to prevent the spread of the disease.

The SECRETARY read the following report from Inspector Watson, of the Animals Depot, Kennedytown (dated 27, Sept.):—"I have the honour to report that on the 26th inst. Mr. Walker, manager of the Dairy Farm Company, requested me by memo. to go and see the cattle at the Pokfulam Farm, as some of them appeared to be sick. I went and found that he had already isolated in his Cattle Hospital (a match-shed about 200 yards away from the nearest shed) five heifers over two years old, all suffering from high fever, and that—should unfortunately an infectious or contagious disease ensue, he had taken all the necessary steps for preventing the spread of the disease by having the shed where the animals were removed from (No. 5) and the match-sheds where they are housed isolated from the remainder of the farm by putting up a temporary barbed wire fence 4 ft. 6 in. high, and he is getting two Indian watchmen to prevent any communication between the healthy sheds and that in which the animals were taken from. All the sheds are also locked with their attendants inside, and only opened by the European in charge of the farm. This morning I again visited the farm. The remaining animals in shed No. 5 are in good health; so are the animals in the other sheds. The five animals in the Cattle Hospital are suffering from rinderpest but of a mild type. There now remain 13 heifers and two bulls in shed No. 5, where the diseased animals were removed from. The nearest sheds are Nos. 3 and 4, in which are housed 21 cows, five bulls, two heifers, and three calves, and these sheds are about 60 yards away from shed No. 5. The Indian watchmen had not arrived when I was there this morning but were hourly expected.

Dr. Clark in a minute appended to the report said:—"As none of the animals are milch cows I think there is at present no occasion for alarm, and that if we declare No. 5 shed and

the Hospital infected that will suffice for the present."

Mr. OSBORNE—Do you propose declaring these two infected?

Dr. CLARK—Yes.

The PRESIDENT—It appears they have taken all the precautions they could, and I think that will be enough for the present.

On the motion of Dr. CLARK, seconded by the PRESIDENT, No. 5 shed and the Hospital were declared infected.

This was all the business.

INLAND WATERS STEAM NAVIGATION.

The following correspondence has been forwarded to us for publication by Mr. R. Chatterton Wilcox, Secretary of the Hongkong General Chamber of Commerce:—

THE STEAMER COMPANIES TO THE CHAMBER.

Hongkong, 11th September, 1899.

R. Chatterton Wilcox, Esq., Secretary,

Hongkong General Chamber of Commerce,

Dear Sir,—We beg to send you herewith copy of a joint letter which we addressed to H.B.M. Minister at Peking on the 28th March last, pointing out the hardship entailed upon the owners of foreign steamers trading on the West River by the Inspector General of Customs' interpretation of the Steam Navigation Inland Rules and Regulations (amended) 1898, a copy of which we enclose, and in connection therewith we would particularly direct your attention to paragraph 1 of the said Regulations, which reads as follows:—

"The inland waters of China are hereby opened to all such steamers, Native or Foreign, as are specially registered for that trade at the Treaty ports. They may proceed to and fro at will under the following Regulations, but they must confine their trade to the inland waters and must not proceed to places out of Chinese territory. The expression 'inland waters' is used with similar meaning to that given for places in the interior (*nei-ti*) in the fourth article of the Chefoo Convention."

Our representations to H.B.M. Minister were duly forwarded under cover by Mr. Mansfield, the British Consul at Canton, and by the reply received, enclosed herewith with other correspondence on the subject, you will see that our effort to obtain redress of our grievances has been futile, although, according to Mr. Consul Mansfield's despatch 7th July, the Inspector-General of Customs' ruling was in direct contravention of Regulation No. 1 as quoted above. And even the privilege of calling at way ports for passengers has been withdrawn, the trade of foreign steamers being now confined solely to the treaty ports and the four ports of call mentioned in the original proclamation at the opening of the West River.

From the foregoing it will be seen that the freedom of traffic and trading on the Inland waters, about which so much has been said and written of late, is absolutely non-existent. We would therefore ask your Chamber to be good enough to take the matter up, and endeavour to obtain the removal of the restrictions of which we complain in our letter 28th March last, and which constitute a very great hindrance to the development of trade on the West River, so much so that we have had to take one of our steamers off the Line.—We are, dear sir, yours faithfully,

THO. ARNOLD

Secretary, Hongkong, Canton and Macao Steamboat Co., Limited.

JARDINE, MATHESON & Co. General Managers, Indo-China Steam Navigation Co., Limited.

BUTTERFIELD & SWIRE, Agents, China Navigation Co., Limited.

THE STEAMER COMPANIES TO THE CONSUL.

Hongkong, 28th March, 1899.

Sir. We hand you for your information a joint despatch we have addressed to H. B. M. Minister at Peking on the subject of Inland Navigation together with the enclosures therein alluded to.

These we shall be glad if, after perusal, you will transmit to their destination with any remarks you may think it well to make in order

to emphasize the restrictions of foreign steam traffic in Inland Waters.—We have the honour to be, sir, your most obedient servants.

(Here follow signatures.)

To R. W. Mansfield, Esq.,

H. B. M.'s Consul, Canton

THE STEAMER COMPANIES TO H. B. M.
MINISTER.

Hongkong, 28th March, 1899.

Sir,—We have the honour to enclose copies of certain correspondence relating to the opening of the inland waters of China to steam navigation, from which it will be seen that in addition to an evasive policy with regard to the publication of the Rules to be in force at the various lekin barriers promised in clause 8 of the Supplementary Rules the Chinese Government seek to impose such restrictions on the opening of these waters as will render the whole concession valueless.

Before any advantage can be taken of the opening of these waters by foreign steamers we are of the unanimous opinion that:—

1st.—The prompt publication of the Rules and Regulations promised in Rule 7 of the Inland Regulations and Clause 8 of the Supplementary Rules and also of the appointment of the provincial officer referred to in Clause 9 of the latter;

2nd.—The rescinding of the Inspector-General's decision that inter-treaty-port steamers shall not also be registered for inland navigation;

3rd.—The strict enforcement of Clause 5 of the Supplementary Rules must be insisted on.

As explanatory of this letter we attach a memorandum dealing fully with the subject.—We have the honour to be,

(Here follow signatures.)

To His Excellency Sir Claude Macdonald
K.C.M.G., K.C.B. H.B.M.'s Minister in China.

MEMORANDUM RE INLAND NAVIGATION.

In order that the nature and meaning of these restrictions may be fully understood it is necessary to enter into somewhat lengthy details, but the importance of the stake at issue will, we think, form ample apology for doing so.

At the opening of the West River to foreign trade two lines of steamers were started by us to engage in the carrying trade of it—one for the direct trade between Hongkong and Wuchow via Samshui and the "ports of call"; the other between Canton and Wuchow also via Samshui and the "ports of call." On the direct route the advantage accruing to merchants from the payment of a fixed sum for import duty and transit dues which franked their goods through to the remote parts of Yunnan and Kweichow caused a considerable rush of imports to find their way in from Hongkong by water carriage instead of via the Pakhoi overland route, etc., etc., which they had followed previous to the opening of the river. The lekin authorities have from time to time held out threats of reducing their import duty on goods, thus diverting them from foreign to native craft, but although the Canton provincial authorities have adopted these tactics with the success which usually characterizes their actions of this sort, there has been, up to date, no systematic attempt to extend them throughout the length of the West River, so that to a large extent the competition we encounter although keen is but the natural result of rivalry in trade.

When the inland waters of China were first declared to be open a good deal of doubt existed as to the conditions under which the navigation of them would be allowed, and with a view to gaining information on this important point—important to us, not only from the expansion of trade that would result but also that it might seriously modify the plans of vessels we were then contracting to have built—we applied to the Imperial Maritime Customs at Samshui to register the steamer *Kongpak* for inland navigation. After reference to Peking this was refused by the Inspector-General of Customs, whose decision on the matter is given in the Samshui Commissioner's letter, copy of which is attached. While we still think that the privileges asked for might be accorded without danger to the safety of the revenue of China we must at the same

time admit that there are considerable difficulties in the way and that probably the only effective way of meeting them would be to open Kongmoon or some other place situated at the mouth of the river as a treaty port, whence and also from Samshui and Wuchow, after payment of duties, goods would be free to find their way inland carried either by the importing or other steamer as was found most convenient.

So far we have only dealt with the effect the opening of waters has had on the direct trade with Hongkong, the craft engaged in which come under the heading of vessels engaged in trade with ports outside Chinese jurisdiction and are therefore excluded from any direct participation in the benefits which should result therefrom. There still, however, remains the Canton-Wuchow trade, the steamers on which, being vessels engaged in inter-treaty-port trade, are also, by the Inspector-General's ruling, debarred from inland water privileges. It is to this decision as affecting this class of vessel that we would beg your most earnest attention, as we are of the unanimous opinion that if enforced it will, as we have already stated, render the whole concession valueless.

From the beginning our vessels on the Canton-Wuchow line have been subjected to such restrictions that it seemed quite hopeless for them to attempt to compete with their more favoured Chinese rivals who by means of specially constructed lighters towed by steam-launches secure the great bulk of the cargo and, until recently, of the passengers. The system adopted at the treaty ports is for these lighters and their cargoes to come under the lekin administration, and the steam launch, which is merely the means of propulsion and carries no cargo, comes under the I.M. Customs, a dual system of control which gives the advantage of the quickness of steam transit and an elastic tariff for the payment of duty on the cargo carried on the lighters. Nor is it so much the fact that the lekin collected on this cargo is less than the one and a half duty which would be levied by the I.M. Customs if it were carried in our steamers, as it is if so carried, lekin taxes before shipment and after discharge would be payable in addition to the Customs duty and a half. The foregoing facts are only too well known and have been frequently commented on, notably by H.B.M. Consul at Canton in his trade report for 1897; but if further proof be needed it is abundantly supplied by the fact that the only domestic trade of which we secure the carriage is a few piculs of goods between Samshui and Wuchow, whereas the merchants refuse to ship the same goods by our vessels between Wuchow and Canton even although the freight charged be the same in both cases! That is to say, taxation and cost of transport being equal for both distances they will ship by our vessels over the shorter one but steadily refuse to do so over the longer one! The explanation of this is simple. At Samshui by vigorous protests made at the opening of the port the native goods carried in foreign vessels are to a certain extent exempt from lekin taxes before shipment and after discharge, while at Canton the reverse is the case, and as the bulk of the domestic trade of the West River districts is destined for or comes from Canton as being the great centre or mart of trade the natural result of this differential taxation is that our Chinese rivals secure the carriage of the whole of it. Nor does the evil stop at this, for knowing that our earnings must be made out of the carriage of foreign goods, into which, as far as the carrying in steamers between treaty ports goes, the question of taxation does not enter—they can either conform to our rates of freight and compete against us or by lowering them slightly get the monopoly of the carriage of these as they do of the domestic trade.

Although the subject of this representation is the disadvantages under which we suffer as British Shipping Companies engaged in the carrying trade of China we will for the moment waive this question and look at it from the broader standpoint of trade in general. From the foregoing, it might be argued that although we as individual concerns suffer, the great circulation of goods is facilitated by steam traffic. Were such the case we might well find compensation for our losses in the general prosperity that would result, but it is only to the privileged few that permission is given to run this class of vessel and any attempt to

encroach on the monopoly thus secured, either on the part of Chinese or Foreign steamers, is rendered nugatory by differential duties in the manner we have shown.

Again, with the passenger traffic the Chinese vessels had the option of using all routes connecting Canton with the West River, whereas we were confined to one only, laid down by the Customs, entailing an increase in the distance traversed of some thirty miles. They were also privileged to stop at any and all places en route for the embarking and disembarking of passengers or cargo while we were confined to the four ports of call (See Canton Commissioner's Trade Report, 1897, para. 4 and 7).

The question of opening the shorter routes to foreign vessels was made the subject of representation to H.M. Consul at Canton, but so scandalous had the disabilities under which we laboured become and so heavy the losses incurred in running steamers practically empty that the question of withdrawing them altogether from the trade was being seriously considered when the throwing open of the inland waters gave the I.M. Customs the chance, of which they gladly availed themselves, of attempting to place us on terms of equality with our opponents. This equality in respect to the carriage of passengers we now enjoy and we were not without hopes that, by Clause 5 of the Supplementary Rules under Inland Steam Navigation Regulations, goods carried in native boats towed by steamers would come under the same rules for duty payment as goods carried in our vessels, but up to date there is no sign of any attempt being made to bring this about, and moreover by the Inspector-General's decision it would appear that instead of a further step being taken to secure equality of taxation for all goods no matter how carried a retrograde movement is contemplated which will place us in the disastrous position we occupied at the opening of the trade.

If this decision hold good the utter impossibility of any steamer securing the carriage of goods under inland navigation rules can perhaps be best shown by an illustration. Certain foreign goods are imported into Samshui, where they pay import duty and transit dues, being destined for some place (not a "port of call") situated between Samshui and Canton. We as British Shipping Companies compete with the Chinese referred to throughout this memorandum for the carriage of them. If we wish to secure them we must provide a special steamer to run from Samshui to the place in question although our inter-treaty-port steamers pass it en route every day and are for the reasons already given practically empty. The Chinese Companies not being under any such restrictions will be at liberty to carry them in their lighters, which are also free to engage in inter-treaty-port trade! We have endeavoured to show that as long as the tax of one duty and half on cargo carried in steamers between two treaty ports is enforced, while it is permitted to other craft coming under the native administration to compound for a less sum, the domestic trade will surely be diverted to vessels so privileged and that the monopoly so gained can be and will be used to secure the carriage of foreign goods from one port to the other or to any point lying between them. So by an analogous reasoning it can be shown that in the event of our attempting to start any steamers under inland navigation rules to run beyond the precincts of the last treaty port, so surely will this differential treatment be extended to the goods carried in them.

We are only too well aware that nothing short of the abolition of the dual system of custom houses in vogue in China will provide an effectual remedy for the evils we complain of. We are not so sanguine as to entertain the belief that a workable tariff will ever be published by the provincial officials, but by insisting on the measures suggested in our covering letter the hand of the Chinese Government will be so forced that it must ultimately result in the I. M. Customs being called upon to undertake the compilation of a general tariff applicable to the whole of the internal taxation of China, the maximum basis of which might be the 7½ per cent (duty and a half) now charged on goods steamer borne between two treaty ports and which it is evident that the Inspector General's ruling is intended to protect.

Hongkong, 28th March, 1899.

THE CONSUL TO THE SHIPPING COMPANIES.

British Consulate,
Canton, 6th May, 1899.

Gentlemen,—Referring to your letter of March 28th, forwarding a joint petition of British shipping firms to Her Majesty's Minister at Peking with reference to the working of the Inland Steam Navigation, I am directed to hand you the enclosed reply, and have to ask you to communicate it to the other British firms interested.—I am, gentlemen, your obedient servant.

R. W. MANSFIELD.

Messrs. Jardine, Matheson & Co., Hongkong.

H.B.M. CHARGE D'AFFAIRES TO THE SHIPPING COMPANIES.

Peking, 27th April, 1899.

To Messrs. Jardine, Matheson & Co., Messrs. Butterfield & Swire, Hongkong, Canton & Macao Steamboat Co.

Gentlemen,—I beg to acknowledge receipt of your letter of 28th March with reference to the provisions of the Regulations and Rules for the Steam Navigation of the Inland Waters of China.

The various questions raised by you are receiving my close attention and I will communicate with you further on the subject.—I am, gentlemen, your obedient servant.

H. O. BAX IRONSIDER.

Peking, 17th May, 1899.

Gentlemen,—In continuation of my letter to you of 27th April, I beg to inform you that I have been in communication with the Inspector General of Maritime Customs with reference to the observations on the Rules and Regulations for Inland Steam Navigation in China made by you in your letter to this Legation of 28th March.

Sir Robert Hart was entrusted by the Chinese Government with the task of drawing up these Rules and Regulations and his views on the subject are therefore of considerable importance. He has written to me a reply dated 12th instant, copy of which I enclose for your information.

The system is, of course, upon its trial and is being carefully watched and reported upon by Her Majesty's Consuls in all parts of China. It should be given due time to afford a fair test of its merits. Your remarks as to the West River trade will be borne in mind in case revision prove to be necessary.—I am, gentlemen, your obedient servant.

H. O. BAX IRONSIDER.

To Messrs. Jardine, Matheson & Co., Messrs. Butterfield & Swire, Hongkong, Canton and Macao Steamboat Co., Limited.

THE INSPECTOR-GENERAL TO H. B. M. CHARGE D'AFFAIRES.

Inspector-General of Customs
Peking, 12th May, 1899.

Sir,—I have the honour to acknowledge your communication of the 27th April concerning Steam Navigation Inland.

2.—When the Ministers of the Yamen originally decided to memorialize for authority to open the inland waters to steam the idea was simply to permit steamers to do what junks and boats do subject to the same inland charges, but when the privilege was extended to include foreign flag steamers some modifications were introduced in the rules first drafted. While the object of these modifications was to secure for the foreigners concerned the benefit of certain treaty stipulations therewith connected, their effect has been to create difficulty for the scheme generally, for, whereas the original plan was to apply inland local regulations in all their integrity to steamers as well as junks, and, by thus protecting the revenue, insure the support of the provincial officials, the introduction of the treaty element necessitates an exceptional procedure which interferes with former practice, makes taxation more difficult, tempts Chinese owners to buy foreign flags, and alarms and alienates both the inland authorities responsible for, and inland administration dependent on, inland revenue. The very sanctioning of the modification referred to created a necessity for strictness in interpreting the other parts of the inland steam privilege, and accord-

ingly, in order both to protect and keep separate the Imperial Maritime and the Provincial Inland revenues, the opening of the inland waters to steam has had to be defined as forbidding licensed vessels to quit Chinese waters and as excluding vessels that trade between treaty ports.

3.—What precedes will suffice without further detail to suggest explanations of, and reasons for, the restrictions foreign merchants now complain about, but in point of fact there is no differential treatment; whatever licensed Chinese steamers can do inland, foreign flag licensed steamers can do also, and whatever interport foreign steamers cannot do inland, interport Chinese steamers are likewise forbidden to do; but, just as Chinese waters and foreign waters are two different things, so interport trading and inland trading are also two different things, and, belonging to two different fiscal systems, the Imperial and the Provincial, must be differently treated. The hybrid character of the West River has of course its inconveniences; from one point of view it is a continuation of the sea and a highway leading to the two open ports of Samshui and Wuchowfoo, while from another it is an inland water; to one set of eyes it is, notwithstanding its double character, one and the same thing, while to another it possesses, while one and the same thing, a double entity; the interport owner wonders why his interport steamer cannot do what he sees done by inland steamers passed here and there, while the responsible revenue officials require the two trades and the two vessels to be kept separate; while the apparent anomaly of two treatments existing side by side on the same stream is a puzzle to one party, there is the further fact that at its mouth are the foreign waters and the foreign colonies of Hongkong and Macao, and for the other party—the revenue officials—this fact opens up possibilities which render it all the more necessary to distinguish between the two trades and act accordingly. Treaties, conventions, and rules being what they are on the one side, and the fiscal responsibilities being what they are on the other, the principle of the present treatment—distinction between inland and interport trades—seems both logical and necessary and any revision which ignores that distinction will be but a one-sided and therefore unpalatable remedy. It is not for a moment to be supposed that the inland steam navigation concession was intended to either abolish provincial taxation or kill native trade, and it is not unreasonable to ask for a recognition of provincial conditions and assent to provincial requirements. The expectations that heralded the opening of the West River were somewhat sanguine, but, even granted they could ever be realised, it is not the distinction between inland and interport trade that is either postponing or impeding that realisation. The concession was launched without sufficient consideration or preparation, and as it now is, it does not satisfy either side. The foreign trader fears that the restrictions which provincial officials call for will thwart development, and the provincial official fears that the development which the foreigner aims at will destroy revenue; but both one and the other are alarmed, and perhaps unnecessarily, before the event, and plead from fear rather than from facts. If steam navigation inland is to work quietly and be a benefit, it will be necessary to legislate locally at many different points and in accordance with many different sets of circumstances, conditions, and requirements. It will only be when that is done that regulations and procedure will be suitable and also contain in the eyes of both sides the proper proportion of support and control.

4.—As regards the rules and regulations promised in rule 7 of the regulations and clause 8 of the supplementary rules, there has been such consultation, and much passing and re-passing of draft rules for consideration, but up to the present none have been issued for publication; and as for the appointment of the provincial officers referred to in clause 9 of the rules, such appointments are to follow publication and have not yet been announced. It is hardly likely that this delay has caused either inconvenience or damage, seeing that it has not taken from or interfered with the enjoyment of any existing rights, and that foreign capital is neither known nor expected to be

invested—at least to any considerable extent—in the petty craft to which the depth and width of inland water channels necessarily confine the steam navigation privilege, and this privilege itself, whether rightly or wrongly thought valuable, will require years of patient nursing before it can possibly answer any expectations.—I have, etc.,

ROBERT HART,

I.G. of Customs.

H. O. Bax-Ironside, Esq., H.B.M. Chargé d'Affaires, Peking.

THE STEAMER COMPANIES TO H.B.M.

CHARGE D'AFFAIRES.

Hongkong, 17th June, 1899.

Sir,—We have the honour to acknowledge the receipt of your despatches of the 27th April and 17th May, which, with enclosures, reached us through the medium of H.B.M. Consul at Canton.

It is with much disappointment that we infer from your despatch that you do not propose to take any steps and that you think it well in the meanwhile to concur in the interpretation placed by Sir Robert Hart on the Rules and Regulations for Inland Steam Navigation in China, and that the system should be given due time to afford a fair test of its merits.

If the Rules and Regulations as interpreted by Sir R. Hart could be regarded as in any respect satisfactory, or if they gave fair promise of eventually meeting the requirements of the West River navigation and trade, we would readily assent to your suggestion that they should have a trial to test their merits, but there can be no hope of eventual satisfaction with a system which seriously impairs the value of the original concession.

We have carefully read the letter from Sir Robert Hart which you have been good enough to forward and while admitting that his views are important on the working of Rules and Regulations which he himself has drawn up, we take exception to the interpretation given them. The difficulty with which the Inspector-General was confronted was, we readily admit, a very serious one, for he had the choice of coming into conflict with the interests of the Provincial authorities in the matter of revenue on the one hand, and on the other the necessity of so constructing the Rules and Regulations as to render their working in no respect inimical to the Provincial system of revenue. He adopted the latter course, with the result that the value of the Inland Navigation concession has been affected to an extent which manifestly could not have been contemplated by the British Minister at the time of its negotiation. The memorandum which we previously forwarded to you afforded full information of the effects of the Rules and Regulations as now worked, and we do not deem it necessary to supplement them, but we would beg to point out that the trade between Hongkong and the Treaty ports on the West River, and between the Treaty ports themselves, is not of sufficient volume to allow of steamers being run profitably, but with liberty to call at way ports, i.e. inland places, permission for which has been withdrawn since we addressed Sir Claude MacDonald on the 28th March, the increased traffic would in time probably be remunerative. The pioneer steamers which are now running cannot cover their expenses under existing conditions, and others specially constructed for the trade which are now leaving the builders' hands, and again others which have just been contracted for, had better not have been ordered.

In view of the foregoing, we venture to again seek you good offices in the hope that you will be able to bring about a more practicable construction of the Rules and Regulations as they affect Navigation on the West River, which as already mentioned, cannot be said to have been opened to trade in the sense contemplated by Sir Claude MacDonald and understood by the public at large.—We have the honour to be, sir, your most obedient servants.

JARDINE, MATHESON & CO.,

General Managers, Indo China S.N. Co., Ltd.

BUTTERFIELD & SWIRE,

Agents, China Navigation Company, Ltd.

THOS. ARNOLD,

Secretary, Hongkong, Canton & Macao S.B. Co., Ltd.

To H. O. Bax-Ironside Esq., H.B.M. Chargé d'Affaires, Peking.

THE CONSUL TO THE STEAMER COMPANIES.

British Consulate,
Canton 9th August, 1899.

Gentleman,—In reply to your letter of 7th instant, I beg to inform you that I telegraphed to Her Majesty's Chargé d'Affaires as requested and that from his reply just to hand it appears that your letter of the 17th June miscarried and has never reached him. I am sending him a copy from that in my archives.

As you are laying your grievance before the Chamber of Commerce, it may be of interest to you to read the enclosed copies of two despatches dated June 10 and July 7 respectively, addressed to Her Majesty's Chargé d'Affaires by me on the subject of the reading which the Imperial Maritime Customs have been pleased to put on the Steam Navigation Inland Regulations.—I am, Gentlemen, your obedient servant,

R. W. MANSFIELD.
Consul.

P. S. I shall be obliged if you will communicate the above to the Hongkong, Canton & Macao Steamboat Company and to the China Navigation Company,
Messrs. Jardine, Matheson & Co.,
Hongkong.

THE CONSUL TO THE CHARGÉ D'AFFAIRES.

British Consulate,
Canton, 7th July, 1899.

Sir,—In my despatch No. 27 of the 10th ultimo I had the honour to report that the I.M. Customs had prohibited launches plying under the Steam Navigation Inland Regulations from calling at Treaty ports *en route*.

This prohibition has now been extended to apply to Kongmoon, Kum Chuk, Shiu Hing, and Tak Hing, mentioned as "places of call" in the West River Regulations.

I have entered a strong protest against this ruling as being in direct contravention of Regulation 1, which says that steamers "may proceed to and fro at will under the regulations, but they must not proceed to places out of Chinese territory." (The italics are mine).

The result of this action, which I can only characterize as arbitrary, is that steamers, under West River certificate, cannot call now, having had their Inland Waters licenses withdrawn, anywhere but at open ports and "places of call," and steamers with the Inland Waters license, though they may pass these places, may not enter them. The whole traffic is therefore split up into two services, and two steamers running over the same ground are required to do the work of one. Under such circumstances, I have no hesitation in saying that the Steam Navigation Inland Regulations are absolutely valueless.

I am powerless locally as the Commissioner of Customs states that he is acting under instructions from Peking.—I am, &c.,

R. W. MANSFIELD.

H.B.M. Chargé d'Affaires, Peking.

H. B. M. Consulate,
Canton, June 10th, 1899.

SIR,—Referring to the remarks contained in my despatch No. 16 of the 11th April on the prayer of the Shipping Companies for "the rescinding of the Inspector General's decision that inter-Treaty port steamers shall not also be registered for inland navigation," I have now the honour to report that about a week ago the Inland Water licenses of the s/s *Lungshan* and *Lungkiang*, two British vessels plying under West River certificates between Canton and Wuchow via Samshui, were withdrawn, to their very considerable loss.

Two or three days later a British owned launch plying under Inland Water Steam Navigation Regulations between Canton and Shiu Hing on the West River was informed by the Customs that she could not call in at the Treaty port of Samshui, which she passes *en route*.

This is the logical converse of the ruling of the Inspector General with regard to the *Lung* steamers, but I venture to suggest that it is its *reductio ad absurdum*. A British vessel running on a certain line under certain Regulations passes a number of ports. One of these happens to have been opened by Treaty and this one she is debarred from entering!

This is not a case where any loss of national revenue is involved, and it is conceded here that the liberty hitherto enjoyed had not led to any abuses.

It appears to me that the West River Regulations, while remaining in force for steamers running to and from Hongkong, might very well be abolished for steamers confined to Chinese inland waters. The Inland Waters Regulations with very slight modifications could be adapted to the whole trade, premising always that the disabilities caused by the present reading of the Regulations be removed.

The remarks in Consul Hosie's Report on the Trade of Wuchow under the heading "Taxation of domestic trade" are very much to the point.—I have, &c.,

R. W. MANSFIELD.

H. O. Bax-Ironside, Esq., H.B.M. Chargé d'Affaires Peking.

THE CHARGE D'AFFAIRES TO THE STEAMER COMPANIES.

Peking, 24th August, 1899.

Gentlemen,—Your letter under date Hongkong, June 17, forwarded under flying seal through Her Majesty's Consul at Canton, and addressed to me, only reached this Legation on the evening of Saturday, the 19th instant.

Referring to my letter to you of the 17th May, I beg to state that I have referred the whole question of the Rules and Regulations for Inland Steam Navigation in China to the Foreign Office for the consideration of the Marquess of Salisbury, Her Majesty's Principal Secretary of State for Foreign Affairs.

I am personally of opinion that the ruling of the Imperial Chinese Customs as laid down in Sir Robert Hart's letter to me of May 12th, copy of which was enclosed in my letter to you of May 17th, is a fair one, in view of the original concession, which was to allow foreign merchants to use steam vessels for conveyance of goods in the interior, in places where they have hitherto been allowed to use native boats.

It appears to me that you are anxious to obtain a share of the native carrying trade of the interior, which trade was not formerly carried on by foreigners using native boats. If this can be done under the existing Regulations well and good: these Regulations ought not, however, to be strained to attain this object.

The Imperial Chinese Customs have decided that it is necessary to separate the two branches of traffic, interport and inland.

This separation seems reasonable when the consequences which would result from the adoption of another are considered, as pointed out by Sir Robert Hart.

The question of the opening of the West River and the opening of the Inland waters are separate ones and the two branches of traffic are governed by separate Regulations.

It would be regrettable if experience showed that one branch of traffic cannot be made to pay without the aid and assistance of the other, and a request for a modification of the Rules and Regulations might eventually be based upon that ground, but sufficient time has not, in my opinion, elapsed, nor have sufficient data been, as yet, forthcoming, to enable me to take action to obtain such a modification at the present time.—I am, Gentlemen, your most obedient servant,

H. O. BAX-IRONSIDE,

H. M. Chargé d'Affaires.

Messrs. Jardine, Matheson & Co.,

Butterfield & Swire,

and Thomas Arnold, Esq.,

Hongkong.

THE CHAMBER TO THE COLONIAL SECRETARY.

Hongkong General Chamber of Commerce,
Hongkong, 21st September, 1899.

Sir,—I am instructed to beg you will be good enough to lay before His Excellency the Governor statement of the manner in which the privilegetately secured by Sir Claude MacDonald of the navigation by foreign steamers of the inland waters of South China has been practically nullified by the interpretation given to the Steam Navigation Inland Rules and Regulations by the Inspector-General of the Chinese Imperial Maritime Customs.

A lengthy correspondence on this subject has already passed between the representatives of the Steamboat Companies, the British Consul

at Canton, H. B. M.'s Chargé d'Affaires, and Sir Robert Hart. The latter, referring to the Inland Rules and Regulations, lays it down that, owing to the hybrid character of the West River,—being from one point of view a continuation of the sea and a highway leading to the two open ports of Samshui and Wuchowfu, and from another an inland water,—there are two kinds of trade to be regulated, viz., interport and inland water trade, for which different sets of local circumstances have to be provided. Thus, the foreign steamers plying between Hongkong and Canton and Wuchow must be debarred from inland water privileges and those engaged in the inland trade could not be allowed to touch at the ports they pass *en route*.

Foreign steamers are also handicapped in competition with Chinese owned launches, which can be used for the towage of lighters; the latter carrying the cargo, the former merely supplying the means of propulsion.

As Mr. Mansfield has clearly pointed out, in one of his despatches to Mr. Bax-Ironside, the ruling of the Inspector-General is in direct contravention of paragraph 1 of the Steam Navigation Inland Rules and Regulations, which runs as follows:—

"The inland waters of China are hereby opened to all such steamers, native or foreign, as are specially registered for that trade at the Treaty Ports. They may proceed to and fro at will under the following regulations, but they must confine their trade to the inland waters and must not proceed to places out of Chinese territory. The expression 'inland waters' is read with similar meaning to that given for places in the interior (*nei ti*) in the fourth article of the Chefoo Convention."

My Committee are of opinion that the British Minister, when negotiating for the opening of the inland waterways to foreign trade and navigation, had in view the unrestricted freedom of foreign steamboats to proceed from port to port along those waterways, and not for the navigation to be divided into separate classes, namely, interport and inland.

The Steamboat Companies have a further serious grievance in the fact that some little time after the concession was granted it was allowed to include the right of calling at way ports for passengers, but this privilege was, a few months ago, withdrawn without any reason being given, and the so-called opening of the Inland Waterways of South China has thus been narrowed down to a point which has rendered it a mere farce.

In consequence of this action of the Chinese Authorities, the Steamboat Companies, who had been induced by this supposed concession to construct boats specially adapted for the trade, now find themselves compelled to withdraw some of the vessels and, in effect, to retire from a trade which they had hoped to create by the provision of better facilities for more rapid communication.

The appeal of the Steamboat Companies to Her Majesty's Representative at Peking has been without effect, but the matter is one of such great importance to the trade of the Colony that they have now requested the Chamber to bring it to the attention of Her Majesty's Government through another channel. The Committee therefore trust that His Excellency the Governor will have the kindness to lay the question before the Right Honourable the Secretary of State for the Colonies, who is known to take a lively interest in all that appertains to the progress of British trade.

As that progress has been checked and thwarted not alone by this open attempt to misconstrue the terms of an agreement but also by the effort to divert trade from foreign steamers by the grant of preferential duties on junk-borne cargo and by the grievous failure of the Kwangtung Authorities to maintain order on the West River and in the district watered by it, no resource is left to the Chamber but to place the circumstances in the possession of the Government in the hope that Sir Claude MacDonald will on his return to Peking come armed with definite instructions to take the necessary steps to render this concession a real benefit instead of a hopeless sham.

A copy of the memorandum on this question of inland waters navigation addressed by the Steamboat Companies to Her Britannic Majesty's Chargé d'Affaires is enclosed for the in-

formation of His Excellency the Governor—I have the honour to be, sir, your most obedient servant,

R. CHATTERTON WILCOX.
Secretary

The Hon. Colonial Secretary.

"THE DISASTER TO THE "WHITE CLOUD."

ENQUIRY AT THE HARBOUR OFFICE.

On 22nd September a marine court of enquiry was held at the office of the Harbour Master, for the purpose of making enquiry respecting the circumstances connected with the loss of the British steam-ship *White Cloud*.

The court was constituted as follows:—Commander H. Murray Rumsey, R.N., Stipendiary Magistrate; Staff Commander R. J. Rogers, R.N., H.M.S. *Tamir*; Captain D. Bowles, of the *Empress of Japan*; Captain R. Nelson, of the *Taiyuan*; and Captain F. W. Huestes, of the *Simla*.

Mr. Looker (Messrs. Deacon and Hastings) appeared for the owner of the vessel.

The letter of Mr. Charles Robinson, the owner of the *White Cloud*, applying for an enquiry was read.

The warrant constituting the court was read.

Mr. Looker—Captain Raymond is not here. He has gone down to Manila, I believe, Commander Rumsey—And the owner?

Mr. Looker—I saw the owner this morning. I told him the enquiry was at half past ten. I expect him every moment. I don't know whether any of the other officers have been served. The owner said he could not find any of them.

Commander Rumsey—Oh, yes; we have got three of them. The Captain, I understand, is not in Hongkong although he has been served with a notice of the enquiry and it is a somewhat extraordinary thing and a somewhat unfortunate thing that he is not here. The Ordinance gives the court the same powers as an Inspector of the Board of Trade and one of those powers is to compel the presence of witnesses, but I do not see that the court has power to compel the presence of a man if he does not happen to be in the colony. Some interesting facts might have come out in the enquiry if the man had been here. The owner and the master came to see me separately. The owner came first, I think, and he said he wished to have an enquiry, and implied that the reason of his wanting to have an enquiry was that there had been misconduct in connection with the master of the ship and probably premature abandonment. The master sent notice that he wanted an enquiry, and he led me to believe that his reason for that was that the ship was unseaworthy.

Staff-Commander Rogers—How long will this man be away?

Mr. Looker—I expect him back shortly.

Commander Rumsey said that if the Captain came back before the court rose his evidence would be taken. If not the court could be re-opened if considered necessary when the Captain got back.

Staff-Commander Rogers—Was the owner on board?

Commander Rumsey—No.

Staff-Commander Rogers—He can give us very little information then.

Commander Rumsey—He can give us his opinion as to the condition of the ship when she left.

Captain Huestes—It is rather strange the man should leave for Manila.

Commander Rumsey said yes, but that not being a criminal court they could not stop a man if he attempted to run away.

Stéphien François Gœpel said he held a master's certificate, which was issued in Hongkong in 1890. He was chief officer of the *White Cloud*. He joined her at Hongkong on the 8th inst., signing articles at the shipping office. The ship was lying down towards Wanchai when he joined her on Friday night, the 8th September. As far as he could see the vessel had no cargo with the exception of some baskets of chickens. The *White Cloud* had previously been plying between Canton and Macao. He did not know when she was last under Government survey. He did not see that she had a passenger certificate. The *White Cloud* was a paddlewheel ship with a walking beam. They had a crew of 23 aboard—all Chinese—and

four officers—himself, the chief engineer, the second engineer, and the captain. They left Hongkong at about half-past two on the afternoon of Saturday, the 9th instant. Mr. Robinson saw them off in a launch and told them several times to go faster. He seemed to be in a hurry to get them away. Witness went on the bridge at about half-past five when the ship was between Waglan and the last of the Leeward Islands. There was then a moderate breeze from the north-east and no sea. He reported to Captain Raymond that all was right, and Captain Raymond told him to keep first watch, each watch being six hours. Between six and 12, when he was on watch, all was right. The ship was steering south-east at first and then Captain Raymond altered it to south-east half-south by compass. She was going at the rate of about ten and a half knots, that rate being continued up to 12 o'clock. The weather continued fine with a moderate northeast breeze, just a swell but not a sea. The ship did not roll much during his watch, everything being all right up to 12 o'clock at midnight, when Captain Raymond relieved him and he went below. The next thing that happened was the second engineer coming below and telling him the ship was sinking and to get up. Witness ridiculed the idea at first, but he got up and went on deck. Captain Raymond told him to put out a boat, and he did so, but told the captain he would want some chow, and some more chow and some water, before he left the ship. Captain Raymond said it was all right; he had got the chow and water in his boat. He left the ship because the Captain ordered him to do so, but he did not see any necessity to leave her so quickly. The ship had a small list and he was told that two planks were out and that the fires had been put out. He did nothing more than he was told to do by the Captain, and he was satisfied that that was the proper thing for him to do. He did not think it was his duty as chief officer to take a more leading part in what was being done. The first engineer was in the first boat and he had with him about ten of the crew. This boat left at about half-past six in the morning. He should think it was somewhat a little after five o'clock when the second engineer came on deck and told him the ship was sinking. About four hours after the chief engineer had left the ship witness left with five of the crew. He had been previously standing by the ship about two hours. The chief engineer's boat had pulled away for some junks. Witness was making for the junks when the Captain called him back and told him to stand by, and he stood by about a ship's length away. The Captain left at about eleven o'clock, together with the second engineer. The Captain then said he was going to cast him adrift. Witness said he would do nothing of the sort as he wanted some of the chow, and the Captain gave him a three-pound tin of biscuits and half a bucket of water, and that was all he and the five men in his boat had for three days. He then put up his blanket and set sail for Hongkong. Soon after the Captain left, the ship broke into fire. There was no sign of fire before the Captain left her. She then seemed all right with the exception of a list to starboard. There was a little bit of a swell and the vessel rolled a little. When he went on deck after being called by the engineer the engines were stopped. His opinion was that the ship was set on fire. The Captain told him he had set the vessel on fire so that she would not impede any other vessel coming up the coast, as she might be floating for days and days. His opinion was that the ship was abandoned prematurely. He did not consider it part of his duty to express that opinion to the Captain. He did not know where Captain Raymond was now except from hearsay. He went away two days ago to take a launch over to Manila. He had had no conversation with the Captain about this enquiry, but he knew he got his notice.

In answer to Mr. Looker, witness said the vessel left at half-past two on Friday afternoon and not on the Saturday afternoon. The ship went down the morning after she left Hongkong. Mr. Robinson was on board when the anchor was got up. Witness got the anchor up and Mr. Robinson came to him and interfered with him. He got into Hongkong early on Wednesday morning, having been three days and a half in a small boat.

D. B. Adamson said he was chief engineer of the *White Cloud*. He held a first-class certificate issued in London somewhere about 1879. He only joined the *White Cloud* on the Monday previous to her sailing. He had been in her before as second engineer in 1884, when she was in the Canton and Macao trade. He joined her here for the trip to Manila only, his passage to be paid back. He was engaged by Captain Raymond. Generally speaking he was satisfied with the condition of the ship when she left Hongkong. They left on the Friday afternoon at about four o'clock. Up to about nine o'clock at night all was well. There was not much of a sea on. Then a nasty chop of the sea came on—it was not bad weather—and the result was that the ship began to make water under the covering board and down into the bunkers. At half-past ten, when the water was not over the stokehole plates, he started the de-watering on the bilge, and at eleven o'clock he went up and asked the chief officer to put the ship's head to wind to give him an opportunity of clearing out the water. The ship was put head to wind, and he cleared her of water, and at half-past eleven she was kept away on her course again. He was relieved by the second engineer at about 12 o'clock, and at about a quarter past one the second engineer called him and told him the water was rapidly increasing in the stoke-hold. They then put the bilge injection on, and by so doing they kept the water fairly level. At about four o'clock, when he relieved the second engineer, things seemed to be going on fairly well, but at five o'clock they put the bilge injection on again. Soon afterwards the second engineer told him a plank had given way, and as the water was coming in in great force he told the Captain. They could see the plank as all the inside lining had practically rotted away. About five feet of the plank had started. He agreed with the Captain as to the desirability of leaving the vessel. The water was pouring in and the fires were out and the sea was just getting up at the time. Had they stopped in it would just have been a case of foundering, and he saw that the sooner they got out the better. Witness was in the first boat which was lowered. There were ten firemen with him in the boat. They sighted a couple of fishing junks and pulled off for them without delay. It was about half-past seven in the morning when he left the ship. When about eight or nine miles away from the vessel she was afloat. At about half-past eleven they could see smoke and he thought at first it was a Hongkong steamer following them, but it must have been the ship on fire.

In reply to Mr. Looker, witness said only one plank was started as far as the engine-room was concerned. He heard afterwards that four or five other planks were started after he had left the ship. He was not surprised at the plank starting, because she was an old boat, and he heard a good deal about her before he went away.

Albert Mr. Culloch said he was second engineer in the *White Cloud*. He held a second class certificate issued in Hongkong in 1893. He joined the *White Cloud* on the Monday morning before sailing. Between his joining the ship and the sailing he went round the ship and was quite satisfied with her condition with the exception of the boilers, which were not properly secured, but this was attended to before they left the harbour. Witness described what took place from leaving Hongkong to the starting of the plank and what occurred subsequently. He said he left the ship with the Captain after the other boats had left. The Captain said he would stay to see the last of the ship. Before leaving the Captain said his duty was to see that the ship did not become a derelict and asked if there was any kerosine. Witness went to get some, but the Captain called him back saying that planks had gone from the ship's side. Witness brought a tin of kerosine and they sprinkled it on the deck and set fire to it. This was with the idea that the ship should not remain a floating danger. Shortly after that he left the ship with the Captain.

In reply to Mr. Looker witness said that when he left the ship the water in the ship was 12 inches below sea level. She might have floated an hour or two.

After a few minutes' private consultation the court was re-opened.

Commander Rumsey to Mr. Looker.—The Court having deliberated, I wish to ask you whether you desire to call evidence.

Mr. Looker.—No.

Commander Rumsey.—Then the Court will be cleared for the preparation of a finding.

About half-an hour afterwards the court was again re-opened and Commander Rumsey read the finding as follows:—

We find that the British s. s. *White Cloud*, 64,126 of Hongkong, of which Arthur Raymond was master, the number of whose certificate was 509, issued at New Zealand, left Hongkong on the 8th September on a voyage to Manila.

The *White Cloud* was built in 1875 at Hongkong, and since that time has been employed as a river steamer between Hongkong and Macao, and more recently between Macao and Canton. She was unclassified, and last underwent a Government survey as a river steamer in Hongkong in September, 1893.

After leaving Hongkong on the voyage to Manila the ship encountered only fair weather and moderate swell. In about six hours the working of the ship had caused her to strain so much that there was 18 inches of water in her.

From this time onwards she made water in quantities, the planking opening and admitting the water in jets. Three pumps were employed in clearing the ship, but of these the donkey pump broke down, and the bilge pump was insufficient. Later on a plank was burst in by the rolling of the ship. The water increased until it put the fires out and the engines stopped of themselves. All hands then took to the boats, the master remaining behind with the second engineer to set fire to the ship in order, it is said, to avoid her being left as a danger to navigation.

The Court has not been assisted in its investigation by the evidence of the master, though he has been served with a notice to attend. From the evidence it appears that he left the port on a voyage to Manila a few days ago.

The Court have no hesitation in forming the opinion on the evidence before it that the loss of the *White Cloud* was to be attributed to her not being in a seaworthy condition for the voyage to Manila. She was not prematurely abandoned, and her loss was not caused by any wrongful act or default of the master or officers.

THE HUNGHOM MURDER.

At the Magistracy on Wednesday afternoon, before Mr. H. Gompertz, Pang Pun, carpenter, Market Street, Hunghom, and Li Ki, cook, Bulkeley Street, Hunghom, were charged on remand with the wilful murder of Pan Fuk, sawyer, at Hunghom, on the 22nd August.

Mr. Bowley (Acting Crown Solicitor) appeared for the prosecution and Mr. F. B. Deacon for the defence.

Dr. Bell said the deceased was admitted to the Government Civil Hospital at 3.30 p.m. on the 23rd August suffering from a wound in the thigh one and a half inches wide. He was very much exhausted from loss of blood. He died at 4 p.m. on the 6th September from loss of blood and blood poisoning caused by the wound. When witness made a post mortem examination of the body on the 7th September he found all the internal organs healthy, and there were no other marks of injury. The wound extended into the flesh up to the thigh bone, just escaping an artery, wounding a small muscle. All the capillaries were interrupted with blood clot. The deceased made no statement before he died. In witness's opinion the wound might have been caused by the chisel produced.

In answer to Mr. Deacon, witness said that he believed that if the wound had been attended to at once on the spot it would still have proved fatal. He saw no signs of the deceased having been struck with a hammer. The deceased made no statement as to how he had been injured.

Leung Fuk, a boat-builder deposed to seeing the defendants attack the deceased.

The hearing was again adjourned.

A Deputy of Foreign Affairs belonging to the Nanking Viceroyalty, namely, Yu Sui-wan, once well-known in Hongkong, arrived at Shanghai on the 19th September from Nanking to represent the Viceroy with regard to the final erection of the new Settlement Extension.

—N. C. Daily News.

SPECIAL LICENSING SESSIONS.

A special sessions of Her Majesty's Justices of the Peace was held in the Justices' Room as the Magistracy on Tuesday. Mr. H. H. J. Gompertz, Acting Police Magistrate, presided, and there were also present the Hon. H. E. Pollock, Dr. Clark, Mr. D. R. Crawford, Mr. W. M. B. Arthur, Mr. C. W. Duggan, Mr. G. Murray Bain, and Deputy-Superintendent Baddeley.

Mr. Arthur said there were two applications in the notice sent out, but one of them had been withdrawn—that of Hajee Ally Shirazee for a publican's licence for the Happy Retreat at Happy Valley.

The other application on the notice was that of Bernard Jorus for a publican's licence to sell and retail intoxicating liquors on the premises situate at houses Nos. 192 and 194, Queen's Road East, under the sign of the Eastern Hotel.

Deputy-Superintendent Baddeley said there was no police objection. This was a new license.

Mr. Arthur said there had been several applications from this neighbourhood, but they had been refused on account of the Military Authorities objecting. In one case the application was refused because the premises were too near the French Convent, but these were near to Wanchai Market.

Mr. Pollock.—On what ground did the Military object?

Dr. Clark.—Because the premises were too near the Barracks.

Mr. Crawford.—Do the Military not object to this application?

Deputy Superintendent Baddeley.—We have received no objection.

Mr. F. B. Deacon, who appeared for the applicant, said his client was in the American navy as carpenter's mate from 1878 to 1887. On being discharged at Yokohama he entered the service of the Imperial Maritime Customs as a tide waiter. He came to Hongkong in 1894, and had been in the employ of Palmer and Turner and the Green Island Cement Company. The premises in question were in Queen's Road East about ten houses from Wanchai market. There was no other licensed house in Queen's Road East and the only one in that neighbourhood was the Praya East Hotel on the Praya.

The Justices consulted in private for a few minutes, and then the Chairman informed Mr. Deacon that the meeting had decided to refuse the application.

Mr. Crawford.—I very much want it to be emphatically understood that he can come forward again.

The Chairman.—That is a legal right.

Mr. Crawford.—Yes; but he may not know.

Mr. Deacon.—Have you any objection to informing me the reason of the refusal?

The Chairman.—I do not think you are entitled to that information.

Mr. Deacon.—Not at all. I asked if you were prepared to give it to me.

The Chairman.—No.

PROSECUTION BY THE SANITARY BOARD.

At the Magistracy on Thursday, before Mr. H. Gompertz, Mr. Shelton Hooper appeared, as the Secretary of the Hongkong Land Investment Company, to answer ten summonses charging him with not having limewashed ten houses.

Mr. Hastings appeared for the defence.

Inspector Brett said that on the first instant he visited the houses one to 17 (all numbers) in Moon Street, and one to nine (all numbers) Sun Street, and found that they had not been limewashed, as they should have been, during the months of July and August. He had the houses under observation during these months, and knew that they were not limewashed. He reported the matter to the Sanitary Board and notice requiring them to limewash the houses within seven days was served on the owners, the Hongkong Land Investment Company. He left the notice at the office of the Company on the 18th September. He visited the houses again on the 26th September and found one to three, Moon street, and one to nine (all numbers), Sun Street, still unlimewashed. Summonses were accordingly taken out in respect to them.

In reply to Mr. Hastings, witness said Mr. Hooper refused to sign for the notice and handed it back with a chit which said that the immediate landlord of the 26 houses in question was Chin Wah. Then there was a note by Mr. Duggan (Secretary to the Sanitary Board) stating that according to Ordinance 24 of 1887 the Land Investment Company were the owners.

Mr. Hastings said that by agreement of lease dated September 30th, 1898, the Land Investment Company let 26 houses, including the ten in question, to Chin Wah for five years from the 1st January, 1899. One of the provisions in the lease was that the tenant undertook to keep the premises in good and substantial condition and repair, including the lime-washing. That lease had been registered at the Land Office. These being the facts, the question arose, who was liable, under this Ordinance, for the whitewashing of these premises? Chin Wah was the immediate owner and entitled to possession; and he contended that the section of the Ordinance in question meant the owner in possession and not the owner in reversion, the latter being what the Land Company were.

His Worship reserved his decision.

V.R.C. AQUATIC SPORTS.

Umpires.—Messrs. A. Denison and E. D. Sanders.

Referee.—Mr. W. Armstrong.

Starter.—Mr. G. A. Caldwell.

Official Time-keeper.—Mr. A. de Souza.

Handicappers.—Messrs. F. Lammert, T. Meek, and W. Armstrong.

The arrangements for the comfort of the spectators at the V.R.C. Aquatic Sports, which commenced on Monday, were much better than last year, the lighters being replaced by a couple of bamboo structures capable of accommodating quite a large attendance. Among those who honoured the proceedings with their presence yesterday were the President of the Club, His Excellency the Governor (Sir Henry Blake, G.C.M.G.), the Hon. J. H. Stewart Lockhart, C.M.G.; and the Chairman of the Club, Commander Hastings, R.N. The Club Championship finished the same as last year—with A. A. Alves first and A. E. Alves second—and the time was exactly the same, 1 min. 14 1/2 sec. In the Members' Race Jorge, last year's winner, came in second, being beaten by A. A. Alves.

CLUB CHAMPIONSHIP (THREE LENGTHS).—Two prizes:—

A. A. Alves 1
A. E. Alves 2

R. Lapsley, F. Jorge, and J. H. R. Hance also competed. A. A. Alves won easily by two and a half yards, but his brother had a tough struggle with Lapsley for second place. Time, 1 min. 14 1/5 sec.

PLUNGING.—Two prizes:—

R. Lapsley... .. 1
F. M. Roza Pereira 2

F. W. White, F. K. Tata, J. M. Roza Pereira, J. M. S. Machado, A. Humphreys, J. C. Logan, A. A. Alves, A. E. S. Alves, J. H. R. Hance, and H. A. Lammert also competed. Each competitor had three tries. The two greatest distances were done in the first round. F. M. Roza Pereira covered 44 ft. 9 in., and Lapsley, passed this by an inch and a half. Logan was third with 44 ft. 6 in. and White fourth with 44 ft. 14 in.

MEMBERS' RACE (FOUR LENGTHS).—Handicap. Two prizes. First prize presented by Mr. A. Denison. First and second in each heat to run in final.

Heat 1	
A. A. Alves, owes 26	1
J. H. R. Hance, owes 15	2
F. W. White, "Go"	0
J. M. Roza Pereira, owes 10	0
J. Grant Smith, owes 18	0
Heat 2	
F. Jorge, owes 19	1
R. Lapsley, owes 21	2
J. Mills, "Go"	0
E. Herbst, owes 13	0
A. E. S. Alves, owes 24	0
Final	
A. A. Alves	1
Jorge	2

The time of the first heat was 1 min. 42 1/2 sec., and of the second 1 min. 52 sec. In the final Alves lost two seconds in starting, and at the end of the second length he was still lost, Hance

leading. In the last length Lapsley gave up and Jorge got ahead, and made a good struggle to keep so, but found Alves too much for him. **FOUR LENGTHS**—Army, Navy, and Police. **Non-members.** Two prizes:—
 Lance-Cor. J. Doodson, R.W.F. ... 1
 Pte John Roberts, R.W.F. ... 2
 Lance-Sergt. R. Burrell, A.P.C. ... 3
 Private John Collins, R.W.F., and Private F. Howard, R.A.M.C.; who had also entered, did not compete. Doodson led the whole way and won easily. Time, 1 min. 57 sec.

TEAM RACE.

"A" TEAM. 1
 R. Lapsley, Capt.
 J. H. R. Hance
 A. Humphreys
 J. M. Rosa Pereira
 F. W. White
 F. P. Musso

"B" TEAM 2
 A. E. S. Alves, Capt.
 E. Herbst
 F. D. Bain
 F. G. Chunnnett
 C. E. A. Hance
 A. J. MacKie

"C" TEAM 0

A. A. Alves, Capt.
 H. A. Lammert
 F. M. Rosa Pereira
 R. Henderson
 J. C. Logan
 A. Loureiro

Musso secured the lead for "A" team. White, Humphreys, and J. M. Rosa Pereira kept it, but Hance, who was knocked up after his exertions in the Members' Race, lost it. Lapsley, however, secured it again and "A" team were declared the winners (time 5 min. 21 sec.), with "B" team second.

SECOND DAY.

The principal event at the Aquatic Sports on Tuesday was the contest for the championship of the colony, held by A. A. Alves. There were seven entries and five competed, including the Brothers Alves. "A.A." won easily, all having given up except him and his brother as the fifth length was entered. The time was 2 min. 51 1/5 sec. against 2 min. 49 sec. The greasy pole was a new feature and caused much amusement. For the prize which was offered A. J. Mackie, E. Herbst, A. Humphreys, R. Lapsley, and J. C. Logan tried their luck. None of them succeeded in getting to the box at the end of the pole, which box contained a couple of ducks, but ultimately Lapsley liberated them by shaking the pole and an exciting chase after them in the water ensued. Under the circumstances the prize was withheld. The swim under water was won by J. M. E. de Carvalho last year. His distance was 180 feet. Being out of the colony he was unable to compete this year, but his younger brother made a spirited attempt, and was only beaten by E. Humphreys by two and a half inches.

CHAMPIONSHIP of the colony (All Comers).—Six lengths. Two prizes; Cup presented by Sir Thomas Jackson.

A. A. Alves ... 1
 A. E. S. Alves ... 2
 Lance Corpl. J. Doodson, R.W.F. ... 0
 R. Lapsley ... 0
 F. Jorge ... 0

At the end of the second lap A. A. Alves was a yard ahead, and at the beginning of the fourth lap was three yards in front of his brother, the others being far behind. The two brothers swam the two last laps alone, "A. A." winning easily by eight yards. Time, 2 min. 51 1/5 sec.

SWIM UNDER WATER.—Two prizes.

A. Humphreys ... 1
 D. E. Carvalho ... 2
 F. K. Tata ... 0
 J. M. Rosa Pereira ... 0
 F. P. Musso ... 0
 J. M. S. Machado ... 0
 F. M. Rosa Pereira ... 0
 R. Lapsley ... 0
 A. A. Alves ... 0
 A. E. S. Alves ... 0
 J. H. R. Hance ... 0
 F. Silva Netto ... 0

Humphreys' distance was 152 1/2 feet, Carvalho's 150 feet, Tata and John Rosa Pereira each covering 100 feet.

Boys' Race (11 to 15 years of age).—Two lengths; handicap; two prizes.

E. Alves ... 1
 A. Ribeiro ... 2
 A. Barras ... 3
 E. Bungi ... 0
 R. Castro ... 0
 C. Ozorio ... 0

WATER POLO.—Teams of Seven.
 (Royal Artillery.) (Royal Welsh Fusiliers.)
 White. Red
 Bomb. Morris. Corpl. Almond.
 " Chandler. Private Gregory.
 Gunner Thomas. " Monk.
 " Ritchie. " Roberts.
 " Mertens. " Collins.
 " Snelgrove. " Hogg.
 Lieut. Lewis, (Capt.) L.-Cor. Doodson, (Capt.)

At half time the Reds had scored three goals to two, and by the time the whistle blew for cease play, when it had got quite dark, they were still further ahead, the score being

Reds ... 6 goals
 White ... 2 goals

THIRD DAY.

There was a capital attendance at the V. R. C. Aquatic sports Wednesday, the ladies coming up in full force. Lady Blake, who had kindly consented to distribute the prizes, was present, as also were Commodore and Mrs. Powell, Commander and Mrs. Hastings, Consul Volpicelli and Madame Volpicelli, and Viscount Suidale. The special prize presented by Commander Hastings for the winner of most points in non-handicap events fell to A. A. Alves, the winner of the Championship of the Club and the Championship of the Colony. The Greasy Pole, the prize for which was not awarded on Tuesday, again formed one of the attractions. Herbst, the second man on (Jorge being the first), liberated the duck, and then caught it in the water, a young pig which was thrown in at the same time being secured by J. C. Logan. The Band of the Royal Welsh Fusiliers was in attendance.

MEMBERS' RACE—Two Lengths (Handicap).

Two prizes. First prize presented by H.E. Sir HENRY BLAKE, G.C.M.G. First in each heat to swim in final.

First Heat.

F. P. Musso ... Owes 3 ... "Go" 1
 S. R. Moore ... " 2 ... " 2
 F. M. Rosa Pereira ... " 6 ... " 0
 J. H. R. Hance ... " 10 ... " 0
 A. E. S. Alves ... " 14 ... " 0

Times, 55 1/2 sec.

Second Heat.

A. J. Mackie ... Owes 1 ... "Go" 1
 G. C. Logan ... " 6 ... " 1
 R. Henderson ... " 4 ... " 0
 I. Grant Smith ... " 12 ... " 0
 A. H. Alves ... " 14 ... " 0

Time, 58 1/2 sec.

Third Heat.

H. A. Lammert ... Owes 6 ... "Go" 1
 R. Lapsley ... " 13 ... " 2
 J. Mills ... " 0 ... " 0
 F. W. White ... " 4 ... " 0
 A. Humphreys ... " 5 ... " 0

Time, 50 1/5 sec.

Fourth Heat.

F. Silva Netto ... Owes 0 ... "Go" 1
 J. M. Rosa Pereira ... " 7 ... " 2
 E. Herbst ... " 9 ... " 0
 Frank Jorge ... " 18 ... " 0

Time, 60 sec.

Final.

Lammert ... 1
 Logan ... 2
 Time, 50 1/2 sec. In the second heat Mackie and Logan finished together.

RUNNING HEADER from SPRING BOARD.—

Two prizes.

J. M. S. Machado ... 1
 A. A. Alves ... 2
 F. W. White ... 0
 R. Lapsley ... 0
 Frank Jorge ... 0
 A. E. S. Alves ... 0
 J. H. R. Hance ... 0

Machado and A. A. Alves tied to begin with, but on making another attempt Machado secured first honours.

WATER POLO (Teams of seven).—

White.

Red.

J. M. S. Machado F. M. Rosa Pereira
 C. E. A. Hance J. H. R. Hance
 E. Herbst A. Loureiro
 R. Lapsley H. A. Lammert
 Frank Jorge A. Humphreys
 R. Henderson W. Armstrong
 A. E. S. Alves (Capt.) A. A. Alves (Capt.)

Machado kept goal for the Whites and Lammert for the Reds until relieved towards the finish by A. A. Alves. During the first half the Whites played towards the harbour, and

managed to hold their own. Machado saved two or three good shoots, and Henderson made a couple of good attempts. On change of ends, however, the Reds had it all their own way. Humphreys scored the first goal, A. A. Alves passing the ball to him. Then Hance passed to A. A. Alves, who, shooting from the centre, added a second goal for his side. He repeated this twice and when time was called the score stood as follows:—

Reds ... 4 goals
 Whites ... nil

DISTRIBUTION OF PRIZES BY LADY BLAKE.

After the sports the company adjourned to the Gymnasium, where the prizes were distributed.

Commander HASTINGS, in opening the proceedings, said:—Ladies and gentlemen,—We have now arrived at the end of three days good sport, and it only remains to present the prizes to the successful competitors. I venture to express the opinion that the racing this year has been of a very high standard, and probably the most agreeable feature of it all is that we have so many promising young swimmers coming on. As a Club it has been a source of great satisfaction to us to see the growing interest of His Excellency, our President, in our aquatic entertainments, and it has given us great pleasure to have Lady Blake with us to-day. Our pleasure, however, is not unalloyed. We must not forget that this is probably the last aquatic sports that will be held within the Club's enclosure. We have been tenants of this site for very many years. We hear that we are about to be evicted, The writ has not been served, but we expect the landlord's man any day. We are liable to eviction any day, and that without compensation I fear we could not hope to be successful in any claim for compensation on the score of improvements on our property, but it must be borne in mind that we have been tenants on sufferance here, and having no security of tenure the Committee was not justified in erecting more permanent buildings than the present. But though they are not entitled to compensation for improvements to the property, on the other hand we have contributed very largely to the improvement of the manhood of the colony, and are on that account entitled to some consideration. (Hear, hear.) We venture to think that the Hongkong Volunteers Corps owe something to us, as we have been instrumental in developing the thews and sinews of the members. (Hear, hear.) We hope some day to see the Club housed in better quarters. It is essential to any well ordered community that it should have some sort of association for the cultivation of manly sport, and the members of this Club feel that they can appeal with confidence to the proper authorities for fair consideration and for assistance in securing another suitable site on which to continue the good work the Club was founded to foster. (Applause.) I have now much pleasure in asking Lady Blake to present the prizes. Lady BLAKE, who was received with applause, then presented the prizes, after which Commander Hastings, on behalf of the members of the Club, presented her with a beautiful bouquet. The proceedings concluded with three hearty cheers and a tiger for her ladyship.

UNION INSURANCE SOCIETY OF CANTON LIMITED.

The following is the report for presentation to the shareholders at the twenty-sixth ordinary meeting, to be held at the Society's Offices at noon on Thursday, 12th October:—

The Directors have now to submit to the shareholders a report of the business of the Society for the year 1898, and for the six months ending the 30th June, 1899.

1898.—The net premium collected for the year, after deducting returns and reinsurances, amounts to \$2,355,771.47. After providing for a bonus of 20 per cent. on contributions paid in May last, there remains at credit of working account a balance of \$450,359.69 as per annexed statement.

From this sum the Directors recommended the payment of a dividend of \$18 per share, equivalent to 36 per cent. on the paid up capital of \$50 per share, and an addition to the reserve fund of \$60,000 raising the reserve to \$1,360,000. The balance remaining of \$210,359.69 they propose

to carry forward and thus close the account for the year 1898.

1899.—The position of the Society for the present year, as far as it can be ascertained, is as follows:—

Balance of working account to the 30th June as per annexed statement... \$1,194,031.08
Add estimate of premium to 30th September ... 618,000.00

Estimate of losses to pay ... \$1,807,031.08
505,000.00

\$1,302,031.08

DIRECTORS.

Since the last General meeting Mr. C. S. Sharp, Mr. R. L. Richardson and Mr. Alex. Ross have resigned their seats Mr. R. H. Hill and Mr. A. G. Wood have joined the Board.

In accordance with clause 86 of the Articles of Association, Mr. E. S. Wheeler and Mr. A. G. Wood retire, but offer themselves for re-election.

AUDITORS.

Messrs. J. H. Cox and W. Hutton Potts retire, but offer themselves for re-election.

E. S. WHEELER,
Chairman.

Hongkong, 21st September, 1899.

WORKING ACCOUNT, 1898, ON 30TH JUNE, 1899.

Dr.	\$ c.
To working account, balance on 30th June, 1898	874,132.12
To net premium from 1st July to 31st December, 1898	1,024,299.28
To interest	121,534.33
	\$2,019,965.73

Cr.	\$ c.
By agency commissions	46,120.39
By head office, branches and agency charges	158,066.09
By remuneration for half-year ending 31st December, 1898, to directors, committees and auditors	11,475.87
By losses and claims paid	1,061,613.60
By exchange	263.89
By bonus on contributions account 1898, (declared 20th April, 1899) 20 per cent.	292,166.40
By balance	450,359.69
	\$2,019,965.73

WORKING ACCOUNT, 1899, ON 30TH JUNE, 1899.

Dr.	\$ c.
To net premium from 1st January to 30th June, 1899	1,539,020.78
To interest	62,906.55
	\$1,601,927.33

Cr.	\$ c.
By agency commissions	25,225.97
By head office, branches and agency charges	140,542.55
By remuneration for half-year ending 30th June, 1899, to directors, committees and auditors	10,143.34
By losses and claims paid	231,692.92
By exchange	291.47
By balance	1,194,031.08
	\$1,601,927.33

BALANCE SHEET, ON 30TH JUNE, 1899.

Dr.	\$ c.
To capital 10,000 shares of \$250 each—\$2,500,000 upon which \$50 per share called and paid up	500,000.00
To reserve fund	1,300,000.00
To unclaimed bonus and dividend	18,316.07
To exchange fluctuation account	446,491.38
To investment fluctuation account being the increase in market value of securities	201,079.35
To working account, 1898, balance	450,359.69
To working account, 1899, balance	1,194,031.08
To sundry creditors	549,844.75
	\$4,560,122.32

Cr.	\$ c.
By cash on current account with the Hongkong and Shanghai Banking Corporation	68,184.31
By cash on deposit, viz.:—	
Hongkong and Shanghai Banking Corporation	\$171,000.00
Chartered Bank of India, Australia, and China	96,000.00
Mercantile Bank of India, Limited	50,000.00
National Bank of China, Limited	20,000.00
Bank of China and Japan, Limited	25,000.00
	362,000.00

By cash on mortgage, viz.:—	
In Hongkong	\$543,636.85
In Shanghai	610,051.98
	1,153,688.83

By cash interested in debentures, viz.:—	
Hongkong and Kowloon Wharf and Godown Co., Limited	\$ 50,000.00
Hongkong Hotel Co., Limited	50,000.00
Shanghai Municipal loan	42,010.39
Shanghai and Hongkew Wharf company, Limited	171,181.93
Shanghai Land Investment, Comp ny, Limited	38,608.32
	346,800.69

By amount at debit of branches, and agencies	496,670.66
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By amount invested in London, viz.:—	
In Consols, India Government guaranteed railways and other securities, (market value at date)	£140,390.5.11
Deposited in banks	40,000.0.0
	£180,390.5.11

3½ per cent. rupee p per, Rs. 250,000.00 at 67½=	£16,875.0.0
	170,976.26

By amount invested in Melbourne, viz.:—	
In Government Treasury bonds and other securities, (market value at date)	£19,049.17.6
Deposited in banks	2,000.0.0
	£21,049.17.6

By bills receivable	218,270.70
By bills remitted to London agency, 30th June account	19,505.28
By sundry debtors	1,321.45
	107,816.16
	\$4,860,122.82

CHINA TRADERS' INSURANCE CO., LIMITED.

The following is the report for presentation to the shareholders at the thirty-third ordinary meeting, to be held on Tuesday, 10th October, at noon:—

The directors have now to lay before the shareholders the accompanying statement of accounts for the year ended 30th April last.

The net premia amount to \$1,064,806.81 and the working account shows a balance at credit of \$418,555.95 which sum the directors recommend be appropriated in the following manner:—

A dividend of 16 per cent. to shareholders, (\$4 per share),	\$ 96,000.00
A dividend of 15 per cent. on contributions, payable to all contributors of business whether shareholders or not,	\$120,000.00
To be carried to new account,	\$202,555.95
	\$418,555.95

DIRECTORS.

Mr. C. Beurmann retired from the board on leaving the colony and Mr. E. Goetz accepted an invitation from the directors to fill the vacancy, and his appointment will be submitted for the confirmation of shareholders.

Messrs. J. Thurburn and A. J. Raymond retire by rotation and offer themselves for re-election.

AUDITORS.

The annexed accounts have been audited by Messrs. T. Arnold and H. U. Jeffries, who offer themselves for re-election.

J. THURBURN,
Chairman.

Hongkong, 23rd September, 1899.

STATEMENT OF ACCOUNT FOR THE YEAR ENDED 30TH APRIL, 1899.

ASSETS.	\$ c.
Cash in hand	47,786.76
Fixed deposits with banks	290,000.00
Invested in mortgages of properties	767,486.23
Bonds of Chinese Imperial Government loan, 1886	49,315.07
Hongkong and Kowloon Wharf and Godown Co., Limited, debentures	150,000.00
Shanghai Waterworks Co., Ltd., debentures	5,479.45
Shanghai & Hongkew Wharf Co., debentures	50,273.97
London branch:—	
Cash in hand	1 3,495.83
Indian Government securities	384,715.25
Remittances in transit	13,77.92
	511,495.00
Australian branches:—	
Cash in hand, in course of collection, and on fixed deposit	125,359.12
Shanghai branch:—	

Cash in hand, in course of collection, and on fixed deposit	61,897.93
Yokohama branch:—	
Cash in hand, in course of collection, and on fixed deposit	41,242.43
Interest accrued, but not yet payable	11,289.44
Furniture at head office and branches	7,457.16
Sundry debtors	41,946.94
	\$2,161,008.59

LIABILITIES.

Capital subscribed	\$2,000,000
Paid up \$25 on 24,000 shares	600,000.00
Reserve fund	900,000.00
Dividends outstanding	7,023.50
Exchange fluctuation account	145,384.35
Sundry creditors	94,545.79
Profit and loss account	418,555.95
	\$2,161,008.59

WORKING ACCOUNT.

To losses	565,189.60
To charges, survey fees, &c.	282,458.24
To directors' and auditors' fees—Head office and branches	22,536.93
To balance to profit and loss account	418,555.95
	\$1,288,739.62

By premia, less re-insurances, return premia and commissions	1,064,806.81
By interest	94,411.18
By transfer fees	10.00
By amount brought forward from last year	129,342.83
	\$1,288,739.62

RESERVE FUND.

To balance on 31st August, 1899	900,000.00
By balance on 31st August, 1898	900,000.00

THE DOUGLAS STEAMSHIP CO., LIMITED.

The following is the report for presentation to the shareholders at the sixteenth ordinary general meeting, to be held at the offices of the Company, on Saturday, the 30th September, at noon:—

The General Managers have now to submit their report on the 16th year's working of the company ended 30th June, 1899. After paying all running expenses, Premia of Insurance, Remuneration to Consulting Committee and Auditors' fees, there remains a net profit of \$96,672.98, and with the consent of the shareholders, it is proposed to appropriate this amount as follows:—

To write off \$39,647.64 from the book values of the Company's property on the 30th June last (less the amount of reserve fund and values of steamer *Haiching* and Wharf) being the equivalent of 8 per cent. thereon, and to transfer the balance of \$57,025.24, to reserve fund, which will then amount to \$231,187.38.

The General Managers and Consulting Committee much regret that the result of the year's working compares so unfavourably with those of the past, and under the circumstances do not recommend the payment of a dividend.

During the period under review there has been an ample demand for tonnage, especially for rice and food stuffs for Tamsui, and to meet same the Company found it necessary to charter outside steamers, which, however, were not well adapted for this particular trade, especially during the extremely stormy weather which prevailed in the Formosa Channel during the winter months, when they made long voyages resulting in loss instead of what would have been substantial profits in a moderate N. E. monsoon season. In addition to these adverse circumstances there has been competition on the Tamsui line by two Japanese steamers of the Osaka Shosen Kaisha, reported to be subsidised, and encouraged by the Japanese Government, since April last, necessitating the cutting of rates to an unremunerative level during the very period when the Company usually reaps the reward of the constant maintenance of the line throughout the year.

The opposition still continues, and it is only after a most careful consideration of the position, the General Managers and Consulting Committee consider it extremely inadvisable to distribute any of the profits as dividend.

The steamer *Haiching* built by Messrs. Dunlop & Co., of Port Glasgow, arrived on the 9th March last. Her outward voyage was uneventful and satisfactory until after she had

passed Aden, when it was discovered that her furnaces had collapsed, necessitating her return to Aden for survey and temporary repairs. The repairs occupied 15 days and she continued her voyage to this port under easy steam. After arrival a thorough survey of the boilers was held, and the furnaces set back in accordance with the recommendations of the surveyors, and no further trouble has been experienced. Except for accident, in connection with which it must be mentioned that not the slightest blame is attached to the engineroom staff, the steamer has proved a valuable acquisition to the fleet, admirably adapted for every branch of our trade as necessity may demand.

After considerable trouble with the contractor, the New Wharf has been available for use since the 1st of July last. One side is let to Messrs. Butterfield & Swire, the other side being utilised by the Company's steamers.

The steamers have been maintained in their usual state of efficiency, the *Formosa* having undergone a very extensive overhaul.

In conclusion it may be mentioned that the amounts appearing as freights due and accounts receivable on 30th June, have all since been collected.

CONSULTING COMMITTEE.

Since the last general meeting, Messrs. R. Shewan, D. Gubbay, and the Hon. J. J. Bell-Irving have resigned, the vacancies being filled by Messrs. C. A. Thomas, E. Shellim and the Hon. J. J. Keswick. The Committee now consists of Messrs. C. H. Thompson, C. A. Thomas, E. Shellim, and the Hon. J. J. Keswick. In the terms of the articles of association all these gentlemen retire, but being eligible, offer themselves for re-election.

AUDITORS.

The present accounts have been audited by Messrs. J. H. Cox and W. H. Gaskell, who retire, but offer themselves for re-election.

DOUGLAS LAPRAIK & Co.,
General Managers.

BALANCE SHEET FOR THE YEAR ENDED 30TH JUNE, 1899

LIABILITIES.		\$	c.
Capital account:—			
20,000 shares at \$50	1,000,000.00		
Reserve fund	174,182.14		
Under writing account of the Company	47,446.12		
Sundry accounts payable	86,664.51		
Unpaid dividends	36.00		
Unpaid bonus	138.00		
Profit and loss account	96,672.88		
	\$1,405,119.65		
ASSETS.		\$	c.
Value of the Co.'s steamers			
"Hailong," "Formosa,"			
"Haitan," "Thales," "Haiman" and "Haiching"	1,096,629.74		
Value of buoys and moorings at Swatow, Amoy, Tamsui and Hongkong, steam launch and wharf at Hongkong	54,544.53		
Loans on mortgage	51,500.00		
The H. & S. Banking Corporation	53,323.70		
Value of coal in stock	12,189.00		
Freights due 30th June, 1899	86,112.22		
Sundry accounts receivable from agencies, &c.	49,074.24		
Cash in hand	731.22		
	\$1,405,119.65		

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1899.

To remuneration to General Managers for office expenses, for 12 months	\$ 10,000.00
To remuneration to Consulting Committee for 12 months	2,000.00
To auditors' fees	600.00
To exchange account	2,170.26
To interest account	777.49
To balance	96,672.88
	\$112,220.63
By profit on running the Company's steamers to date	\$ 72,931.48
By profit on coals supplied to steamers	2,669.75
By interest on mortgages account	5,467.86
By bonuses received	845.96
By dividends on shares	7,607.54
By profit on sale of spare gear	223.18
By profit on sale of shares in public companies	21,659.30
By final dividend from Russell & Co. (in liquidation)	816.56
	\$112,220.63

PUNJOM MINING CO., LIMITED.

The following is Mr. Bailey's report on the work done at the Punjom gold mines during August:—

TANKONG.

Adit levels.—A little low grade ore was stopped from these levels and sent to the mill during the month.

Level No. 1.—(50 foot level.) North drive from crosscut No. 1.—This was discontinued for the present, the ore it was on having run out and it being impracticable to continue it now, and keep up the work being done in other parts of the mine.

Stope No. 1.—An uprise was put through to the adit levels from the stope a distance 22 ft., being practically a part of it. This uprise was on good ore all the way and this stope continues to give us considerable good ore, the ore body improving in regularity somewhat as the stope progresses.

Stope No. 2.—This stope with the other work being done on ore is giving us all the ore we can handle at the mine at present, and as it opens up is proving the ore body it is on to be even more extensive in width than it first appeared to be as developed by crosscut No. 1.—We are taking out the ore here some 30 feet thick, which is not yet its full thickness.

Level No. 2. (100 foot level.) South drive from crosscut No. 1.—Driven 12 feet, making a total of 53 feet from crosscut on the lode, which continues fairly well defined only and of but low grade.

Northwest drive from shaft.—This was discontinued, there being no particular indications of anything of value ahead of it now.

South drive from northwest drive from shaft.—Driven 21 feet from last above mentioned drive on what appears to be a lode or lode formation, and which gives us some ore, but only a limited quantity of comparatively low grade ore has as yet developed here.

This drive will cut the ore that showed well in the north drive from crosscut No. 1 which had to be stopped because of a heavy run of ground therein.

Uprise No. 1.—Continued up on the lode 13 feet, making a total distance of 24 feet up from level No. 2. The lode is fairly well defined and somewhat larger than it was before herein during the month, being from 4 feet to 8 feet thick in places, but is still of fair, rather low grade only.

Product.—Almost everything from the workings at this level was sent to the mill.
Shaft.—This was sunk 11 feet and kept timbered as near to the bottom as advisable.

SWAH.

No. 3 Adit level. (Formerly No. 3 cutting.) This level or drive here was extended 55 feet, making it a total length of 245 feet and stopped, nothing of any value of promise having been out in it and there being no indications seeming to warrant driving this further.

No. 2 Workings. Shaft.—This was started on a small lode or leader near the mouth of adit tunnel driven southerly thereon some few months ago.

It was sunk 25 ft., the lode continuing fairly well defined though small, but getting larger in the bottom, and carries some gold all the way.

Surface prospecting.—some work was done in this direction here, by which the ore above mentioned shaft is on, was located northerly across a creek and gully, where some work will be done on it.

GUBAU.

Level No. 1 South drive. Driven 36 feet on the lode or vein which continued about as it showed per last month's report, when this drive was stopped, it seeming from other work done that it is not the "Gubau" lode proper it is on, and the ore it is on does not appear to be worth developing further.

Crosscut west from south Drive.—This was driven 30 ft. and stopped. It passed through a small lode on which a winze and drives northerly were started per below, and which is most surely the "Gubau" lode proper.

Winze from surfaces.—This was sunk 34 feet, most of the way on a small lode, about 1 foot to 2 feet thick, and connected with level No. 1.

North drive from Winze.—This was driven 31½ feet on the lode, which is from about 1 foot to 2 feet thick carrying fair gold all the way

and parts of it proved rich, assaying several ounces of gold to the ton.

South drive from Winze.—This was driven 24½ feet on lode-like formation and leaders and stopped, they not appearing to be worth following further.

MANIK.

A little further prospecting was done here and a little low grade ore mined, but nothing of value or promise being found work was again discontinued at this point.

GENERAL PROSPECTING.

A little general prospecting was done over our territory and quite a little quartz found, but nothing of value was discovered.

REDUCTION WORKS.

Mill.—14 of our 22 stamps were run on "Headings" and 8 stamps and one concentrator full and two concentrators 13 days of the time on Tankong ore, treating ore and yielding product as follows:—

Ore.	Tons.	Amal. am. ozs.	Bullion ozs.	*Ore ntra's Estimated 1,000 tons dry weight.	Gold Estimated fine in Concentr.
Headings	1,792.5	453.30	159.09	0	
Tankong	866	124.40	43.66	50	223.44
Total	2,658.5	577.70	202.75	50	223.44
* Assay value Tankong 4 oz. 9 dwts. 9 grs.					
Bullion Assay here, Gold, 873.6 fine, value, £3 : 14 : 26					
Silver 109.15 " " 3.2 @ 2s. 5d.					
Total value, £3 : 14 : 5.8 per oz.					

LABOUR.

Chinese labour for mining work continues short.

WATER POWER.

The rainfall was ample to enable us to run the mill by water power with the exception of a few days, during the month, when steam auxiliary power had to be used therein.

HEALTH.

This has been very good generally, during the month.

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED.

The General Agents of the Great Eastern and Caledonian Gold Mining Co., Limited, Messrs. Luetgnes, Einstmann and Co., have received the following report from the mines, written by Mr. Thomas Cash:—

Since my report of the 6th July last, the following work has been done at the different mines to date:—

CALEDONIAN MINE.

The main drive north of the old main underlie shaft has been extended a further distance of 13 feet, making total length of drive from old face 18 feet. The reef is from 3 to 5 feet wide. At present the reef in the face is 5 feet wide and gives much better prospects than it did when the drive was started. The drill hole prospects from the face show about 8 dwts. per ton. At first I thought of sinking the air shaft to connect with the new main shaft directly under the old underlie shaft, but as there is a break in the reef at the bottom of the old shaft we have decided to drive north on the reef 30 or 40 feet and then start the air shaft near the end. It will then be on the stone all the way to the new level. We will get out a lot of stone from the sinking and will be proving the reef for 70 feet deeper than the present old working. We have already broken about 50 tons of quartz from the drive. The poppet legs for the new main shaft are completed and the truck line to carry the stone direct from the shaft to the battery floor is now being erected.

BANK OF ENGLAND MINE.

The main drive north has been extended 9 feet, making total length from main shaft 84 feet. In the face there are two reefs, one on the hanging and the other on the foot wall. Each reef is about one foot wide and carries very nice mineral, also about 6 dwts. of gold per ton. There has not yet been sufficient work done on the hanging wall reef for one to say much about it at present. It is certainly a new make of stone. No. 1 back stope north on the main reef is now 45 feet long by 42 feet in height. No. 2 is 23 feet long by 52 feet in height. No. 3 is 15 feet long by 55 feet in height. For the last fortnight

night there has been a reef on both walls in the back stopes, which brings the average size of the reef to about 3 feet 6 inches wide. The prospects are still good, but the true value of the ore can only be known after it is crushed in the battery. I estimate the quantity of stone at grass to be 150 or 160 tons.

KISE AND SHINE MINE.

Underhand Stopes.—No. 1 stope is 11 feet north on the reef by 24 feet in depth. No. 2 stope is 18 feet long by 21 feet deep. No. 3 stope is 36 feet long by 12 feet deep. No. 4 stope is 40 feet long by 6 feet deep. As the reef is very small in the stope at present, we have decided to shut this mine down pending the result of the crushing. We cut a very hard blue bar of rock on the course of the reef in the last lot of stopes. This caused the reef to be small, namely about 8 inches wide. I have no doubt the reef will make again at 10 or 20 feet deeper, as the hard blue bar will not exist long in the reef channel. We have two men prospecting for the reef south of the shaft and I feel sure they will cut it in a few days.

ZULU MINE.

Underhand Stopes.—No. 1 stope north of main shaft is 6 feet long in the reef by 14 feet in depth. No. 2 stope is 10 feet long by 10 feet deep. No. 3 stope is 12 feet long by 6 feet deep. No. 1 stope south of main shaft is 4 feet long by 14 feet deep. No. 2 stope south is 9 feet long by 11 feet deep. No. 3 stope south is 31 feet long by 7 feet deep. You will see by the depth of the first stopes that the main shaft has been sunk a further depth of 10 feet since last report. As I have already stated, it is necessary to keep the shaft going down to make stopes. The reef will still average about 18 inches wide and shows nice gold. I expect to have 70 tons of stone from this mine by the end of this week.

BATTERY.

We started to crush with 10 stamps and two pans on last Monday afternoon, the 14th, and up to date have put over 80 tons of stone through the battery. I am pleased to state that all the machinery is running very smoothly. We have lost no time whatever with the machinery.

The Dam is full of water and even if there is no rain for months we have sufficient supply for crushing. There is a certain amount of loss in running 10 stamps, but the difficulty cannot be overcome before the new cams arrive so as to put the other 10 stamps in working order.

RAUB GOLD.

The following telegram from Raub, dated 13th September, 1899, has been received by the Local Secretary, The Raub Gold Mining Company, Limited:—

"Crushing finished, 2,550 tons realised 1,600 ounces smelted gold."

This, which is a smaller turn-out of gold per ton of stone than usual, was quite expected. A friend who had spent a week at Raub informed us three days ago that the "crush" would yield less than usual on this occasion. There had been a good deal of quartz to be dealt with, which was mixed up with mullock, and as it was deemed far too good to throw away, the whole of the mixed stuff was being sent through the battery. And although the general term "stone" is used, only a proportion of that was really the gold-bearing quartz. Far better a less return than the throwing of a few hundred ounces of gold on the mullock-heap. The gold in the stopes can stay there till actually wanted.

This fourth crushing gives no more than a little over 12 dwts. This yields a total value, at £3 18s. per oz. of £6,240, or roundly, \$62,400; about three-fourths of the May-June crush. The four crushes this year as follows the first being abnormally high:—

1899.	tons stone.	oz. gold.	av. per ton.
Jan.-Feb. ...	2,484	294	23.7 dwts.
Mar.-April. ...	2,500	2,100	19.20 "
May-June ...	2,450	2,100	16.7 "
July-Aug. ...	2,550	1,600	12.15 "

In order that these returns may be understood in relation to expenditure we may mention again that all the working charges, including depreciation, and also the whole work of developing, really an addition to the value of the property, amounts to some £1,500 a month.

Last year the expenditure was about £18,000, the gold return £50,000, and the profit about £30,000 on a capital of £200,000.—*Singapore Free Press.*

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

GERMANY'S SPHERE IN CHINA.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—When Germany, after hovering about the China coast for years looking for a naval station, occupied Kiaochau and extended her territorial possessions there for some distance beyond the port, she little realized the consequences of that act. Yet she could hardly have made a better selection of a centre from which to carve out for herself a vast empire in the East had it been a premeditated act and not one taken in precipitation after learning the news that Great Britain was negotiating for an extension of the colony of Hongkong by the cession to her of a strip of the mainland, including Mira Bay, a bay which Germany had at one time herself a mind to obtain for a commercial settlement and naval station before a careful feeling of the British pulse had made her aware that Britain would not tolerate an interloper in such proximity as would give the holder of it an unpleasant grip on the safety and prosperity of the Gibraltar and Liverpool of the Far East.

The visible approach of the dissolution of the Chinese Empire has led to Germany recording her claim to a sphere of influence, to be at the right moment converted into a protectorate, and eventually annexed. Her first step was to claim the exclusive right to construct railways in Shantung—the trunk line is from Kiaochau to Chinanfu, the capital of Shantung, where it will meet the British railway ascending to Peking from Chingkiang, and by mutual arrangement that portion of the latter line which passes through Shantung and from there on to Peking will be under German control.

The outcome of these combined events and arrangements is that Germany faces Russia in the Far East as she does in Europe and bars the advance of Russia beyond Peking, for they cannot both hold sway there. More than that, having put her hand to the plough she cannot turn back, and she must if she is going to hold Peking, control all the northern Chinese provinces, and bar out from them all Russian influence. Alone she cannot do this, but with the aid of her allies in Europe and that of England and Japan in the Far East she can not only hold back Russia both in East and West, but if she wills it completely destroy her hopes of any further conquests.

Japan does not altogether relish the turn events have taken, for it is hopeless for her to aim at the control of China, and with her of Asia, now that the Great Powers have each marked out their spheres, even did not the race hatred existing between her people and the Chinese and the mutual feeling of contempt cherished by each of these peoples for one another teach them, as it ought to do, that Chinese would never submit to their yoke. The Japanese are, however, eminently practical and ready to adapt themselves to circumstances, hence we will find them ready to accept the inevitable and throw in their lot with England and Germany, their reward being liberty to extend their influence freely in Korea and in Fukien, both of which fields will be more easily controlled by them and will have the advantage of keeping them a more compact and stronger Power than if they were to spread their energies and influence over the whole of China. These two fields are, moreover, as much as they can undertake with any hope of permanent success, for it will be many generations ere they can hope to consolidate their power in Korea, Formosa, and Fukien. In carrying out her destiny Japan will come into conflict with Russia as regards Korea and with France as regards Fukien, hence the necessity for her to seek the friendship of England and Germany, and already there are signs, very perceptible to those who can read them, of a mutual drawing together of these three powers.

With the northern Chinese provinces Ger-

many will likewise take the Yellow River Valley, and in order to realize the value of the prize to her, as a great trading nation, it is only necessary to know that the population of this area, destined shortly to fall under her control, is 100,000,000 of industrious people, not naked savages, as in Africa, who do not wish to buy even a cotton loin cloth. Great Britain on her part will infinitely prefer to have a mercantile people like the Germans for neighbours than restless and aggressive Russia, who would render it necessary for her to raise an immense standing army in order to keep her in check. She has no desire to be forced into such a policy, and by her support of Germany in North China she obviates it. Germany, on the other hand, gains what she has formerly sought for in vain; viz., the drawing of Great Britain within the scope of the triple alliance, which saves, likewise, Germany increasing her expenditure on armaments, for Russia will be paralyzed for aggression in East or West when she realizes that the armies of Germany and Austria may attack her in Europe simultaneously with an attack by England and Japan in the Far East; her fleets would be destroyed and her strongholds on the coast, Port Arthur, Talienwan, and Vladivostok would slip from her grasp. As an indication of the course of events being as above outlined we have the fact of great German activity in North China; German steamship lines now run to Tientsin and the control of the northern railways is passing into their hands, nor will the British Government oppose this even if a small section of Britishers find it to clash with their interests, for the interests of the British Empire are of more consequence than those of a small body of British investors, though those interests will, doubtless, be safeguarded as far as is compatible with circumstances. Britain, however, must be content to develop and control her own sphere in China and leave other Powers a free hand in theirs.—I am, sir, yours, etc,

F. X.

Hongkong, 26th September, 1899.

THE COMING WAR IN THE TRANSVAAL.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—As we are on the verge of war with the Boers in the Transvaal it would be interesting if you could give the public some information as to the probable course of events in the shape of a leader on the subject. That the matter is of considerable local interest is proved by the fact of a number of our fellow citizens, belonging to the Volunteer Corps, having come forward to offer their services at the Cape. It is, nevertheless, possible that their services might be wanted locally, as there is no saying what developments may take place once the British Government are fairly involved and have to see it through in South Africa before being able to take vigorous action for the conservation of British interests in the Far East.

It seems to me that if there is bungling on the part of our Generals at the Cape we shall have a long and costly war before the Boers are subdued, and that will certainly encourage those all over the world who would like to damage British influence to use their utmost endeavours to do so whilst she is placed at a disadvantage. There is not much likelihood however, of the lessons of the last war being forgotten, and it is almost certain, if not it should be so, that all attacks in force on strong positions will be made at night, for then the marksmanship of the Boers, their strong point, will be discounted, and Tommy Atkins will be able to get to close quarters and use his bayonet, when there will be no question as to whether the rifle or bayonet is to settle the fortunes of the war, and the officers not being picked off will be able to lead the final charge. One or two engagements of that sort and the Boers are finished.

BRITISHER.

Hongkong, 27th September, 1899.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—So much has been said and written about the Transvaal that is inaccurate and misleading that when I read "Britisher's" appeal to you in this morning's paper I felt inclined to

write you the views of a Britisher who has lived amongst the Boers and knows something about both sides of the question. To answer your correspondent would take several volumes dealing with the aggressive policy of England in Africa for several generations. The seeds of discord and hatred were sown between the English and the Dutch before the Orange Free State or the Transvaal Republics came into existence, and owing to the difference in temperament, customs, aspirations, etc., the friction has been gradually increasing up to the present moment. The Dutch in Africa are a pastoral race, while the British, as Napoleon said, are a nation of shopkeepers, and, I might add, exploiters. The latter in pushing their trade first invaded Africa and later for strategic purposes remained there, and finally the discovery of diamonds in 1871 and gold later attracted the prospector, Company monger, and the British capitalist, as well as the speculating public of England who gamble in shares and scrip. These latter accumulated wealth, and the possession of these gives power. So the Boers felt themselves compelled to enact laws to prevent the Uitlander from controlling the legislative machine the same as they control the stock exchange.

While the boom lasted and the Uitlander was making money no notice was taken of these laws except by one man, Mr. Manson, a fine type of a British newspaper man, and, incorruptible, he refused the Boer subsidy and dealt sledge hammer blows at the Boer oligarchy, with the result that he was arrested for treason, tried, and acquitted. This act hardly excited comment. This was in 1887, and I merely mention the foregoing to show that before the English were acquainted with the vast mineral wealth of the Transvaal they took no interest in the Uitlander grievances, though they were more keenly felt by residents then than now, as the Boer war was still fresh in the minds of the Dutch. The gradual development of the mineral resources of the Republic brought a population from all parts of the world. At first there were miners from Australia, then from England, and later from America. Then came the camp followers, storekeepers, traders, saloon keepers, gamblers, and the riff-raff of other and older countries, and in business the pastoral Boer was no match for the new population. This, then, was the cause of more stringent anti-Uitlander laws. Still there was no murmur from them against the Boers except a little jeering at the Boer for legislating with the bible in his hand.

But a change came over the Uitlander population when in 1892 the application of the cyanide process as a gold solvent proved a success. Then the English capitalists and mining engineers realised the amount of wealth lying in the low grade ores of the Rand, and such a race for money has never been seen. Not even the Forty-nine or Klondyke booms combined were to be compared to it. Farms were bought up, sub-divided, and floated into mining companies. The capitalist, the widow, the orphan, the clergyman, old maids, gamblers, and every one who could scrape together a few cash, was investing in the Transvaal mines being floated almost hourly. Plans were exhibited, machinery bought, dividends were promised, miners and mechanics sent out from England who joined in the scramble for scrip. Not only between the claims but all along the main reef and the Rand the air was auriferous. Batteries were erected where there was no quartz or ore, let alone gold, and mines opened. Paid-up capital was swallowed in the maw of the mining shark. The gold fever was so bad that shareholders would reconstruct on wild cats and finally liquidate. Concessions of all kinds were being sold, and in fact everything except the taxes of the country seemed to be farmed out.

The Boers, advised by the Hollander element, were ever on the alert, and they saw that with the increasing Uitlander population the very existence of the Republic their fathers founded, fought and died for, was threatened. They could not trek north as their ancestors had done from Cape Colony and the Orange Free State in former years when pushed close by the English. The Chartered Company closed them in on the north, so they determined to stay and preserve the Republic by passing laws that were certainly not progressive. They also tried to solve the problem of their insular position by acquiring

Swaziland and Amatongaland on the south-east. Rhodes handed over Swaziland with certain conditions which have never been fulfilled. One of the conditions was that the Transvaal would fix their northern boundary where it is to-day. At the same time Rhodes annexed Amatongaland and that prevented the Boers from realising their dream of a railway through all Transvaal territory to the coast and likewise increased the hatred for their old enemy. The Boer then settled down (1894) to legislate against everything that was Uitlander, and especially English. The boom bubble was pricked about this time and shareholders in England were clamouring for the long promised dividends, or at least for some development work on their mining properties. The Company mongers and Jew financiers who pocketed the money of the public, being hard pressed, threw the whole of the blame on the non-progressive legislation of the Dutch Raad, and the public being an ass took up this specious cry. Papers in the pay of financiers did likewise, agitators and adventures sprang up and advertised a state of things that had existed for years. The Jameson raid with its accompanying stink drew the attention of the world to the obstructive Boer. Though the Netherlands Railway Co., the dynamite concession, and a hundred others had existed for years, there was little or no notice taken of them till hard times came on the Transvaal, and such being the case, the Uitlander, being after money, wants a voice in the Government of the country and the controlling of the taxes, which is right, while the Boer wishes he would go away and leave him with his oxen, his farm, his coffee, and his fran.

Considering all the cry being made about the franchise for the Uitlander I would like to point out that the Swaziland convention gives all British subjects who had resided in Swaziland for one year before the latter was ceded to the Boers the right to vote for an election for the Raad. This meant that a British subject as above mentioned could become a citizen of the Transvaal without taking the oath of allegiance to the State and without renouncing his allegiance to the Queen and have full burgher rights in a foreign State. And still, less than a dozen men availed themselves of the right. This goes to show that they thought very little of the much vaunted franchise. This was in 1894 and is, I believe, the only instance on record of an Englishman becoming a citizen of a foreign Power without swearing the oath of allegiance.

If England goes to war with the Transvaal it will be because she is being hustled into it by the money-lenders and mining financiers, and not because she wants to see her subjects in the Raad, though this would please her very much. I do not think there will be war, but if there is "Britisher" need have no fear of the Generals at the Cape bungling. Neither must he think the Boers' strong point is their shooting. I lived in the Transvaal five years, have hunted with the Boers and competed for prizes at shooting matches with them, and can safely say an equal number of the natives of any colony like Australia or Canada who are reared in the country could give the Boers points every time at shooting and beat them. The Boers' strong point in a war will be his not needing a commissariat and consequently that he can move quicker. There can be but one end to a war between England and the Transvaal, but I doubt if the Uitlanders will be any better off under English rule for the doubtful privilege of having a voice in the Government of the country. The mechanic and the working class will certainly be worse off, as his fellow workmen in Natal and Cape Colony and the Chartered Co.'s Territory already are.

The offer of the Hongkong Volunteers for service in Africa may be very laudable, but they should remember an Australian contingent of 500 that went to the Sudan War. They were well paid and fed and returned with the spoils of war in the shape of a donkey and a goat. They (the animals) were put in the Zoological Park, no doubt to inspire the youth to warlike deeds. After a few years the goat succumbed, owing to the excessive admiration of the sisters, mothers, and sweethearts of the warrior contingent, while the donkey died the other day, and the colony has a monument to them in the shape of £999,000, the cost of the expedition,

on which the New South Wales people are still paying interest to the English bondholders who practically made that war. Let me say in conclusion that if England had an adult male population of about 25,000, the same as the Transvaal has to-day, and 80,000 Germans invaded the country, accumulated wealth, and clamoured for equal political rights without taking the oath of allegiance, England would do the same as the Transvaal. It is the same old first law of nature. Enclosed is my card.

ANOTHER BRITISHER.

Hongkong, 28th September, 1899.

THE WATERSPOUT.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—Reverting to the paragraph in yesterday's issue of your paper as to the waterspout which your correspondent saw in the direction of Lamma Island, it may be interesting to him to know that I happened to watch the same phenomenon. The impression I had was exactly the same as described by your correspondent. The water-column seemed to move north-east and fishing junks which passed in front and behind it did not appear to take any notice of or seem to try to avoid it on their way.—I am, dear sir, yours faithfully,

L. GLISSMANN.

Hongkong, 28th September, 1899.

PRINCE HENRY'S MOVEMENTS

WILL VISIT HONGKONG AGAIN IN DECEMBER.

We translate the following paragraph from the *Ostasiatische Lloyd*:—

H.R.H. Prince Henry intends to remain at Tsintau for a few weeks. Between the 4th and 6th November he will arrive at Woosung and will pay another visit to Shanghai, but his time will scarcely permit of the trip to Hankow that has been spoken of. December His Royal Highness intends to spend in Hongkong, where the *Deutschland* will go into dock. Early in January he will resume his homeward voyage, visiting Siam on the way. In May the *Deutschland* is due back at Kiel, which port she left in December, 1897.

THE COMPETITION IN THE FORMOSA SHIPPING TRADE.

Mr. Consul Layard, in his report on the trade of North Formosa for 1898, says:—

It should more properly appear in a report for 1899, but it will be as well here to mention that the Osaka Shosen Kaisha have begun to run two steamers, making the round trip between Tamsui, Amoy, Swatow, and Hongkong once a fortnight, starting on alternate Sundays in direct opposition to the steamers of the Douglas Steamship Company.

The opposing methods employed included disparaging, not to say slanderous, remarks upon their rivals in the local vernacular press, together with a large reduction of freights, and merely nominal rates for Chinese passengers who are now coddled on the journey to an extent never experienced except at such times of competition.

The Douglas Steamship Company, hitherto in practically undisturbed possession of the entire steamer traffic of the port met the opposition by a corresponding reduction in freights and fares, and by increasing the number of their steamers, of which they have now four, besides a German vessel under charter, running without intermission on the line via ports between Hongkong and Tamsui.

It was assumed that the Japanese company would have the monopoly of carrying all opium on Formosa Government account, but a shipment of the drug has recently been made by one of the Douglas steamers.

It is said that it can afford to lower rates to an exaggerated degree, owing to a subsidy it receives from the Japanese Government, a subsidy variously stated to amount from £5,000 to £15,000, but there is very good authority for the statement that they now find themselves severely put to it to keep their rates even at their present figures. They do not seem to have calculated that the Douglas Steamship Company could almost if not quite afford to run their steamers on freight supplied by their shareholders alone.

It may be said that a proper combination, at an earlier date, amongst British shipping companies might have prevented this competition, but under no circumstances would the Japanese have consented to be kept out of the business or at any rate to be deterred from attempting to compete.

A comparative table is given below showing freights ruling in 1897 and 1898, and giving the rates quoted by the Osaka Shosen Kaisha on opening their line, with the corresponding drop in freights by ships of the Douglas Company.

The rates given in sterling are approximative, where too fractional for conversion accurately. Comparative table of freights ruling in 1897-98 and now.

HONGKONG TO TAMSUI.

	1897.		1898.		—		Osaka Shosen Steamship Company.	
	£	s. d.	£	s. d.	£	s. d.	Opening Rates.	Present Rates.
Metal per ton d.w., of 20 cwt.	0	12 0	0	16 0	...	...	0	4 0
Merchandise per ton measure	0	12 0	1	4 0	...	...	0	6 0
Flour per bag	0	0 2 1/2	0	0 2 1/2	0	0 5	0	0 0 1/2
Opium per chest	0	12 0	0	12 0	...	...	0	10 0
Sugar per package, not exceeding 184 lbs.	0	0 7 1/2	0	0 7 1/2	0	1 9	0	0 3
Treasure per \$1,000	0	10 0	0	5 0	0	10 0	0	5 0
Piece-goods per bale	0	3 0	0	5 0	0	0 9 1/2	0	2 0
Shirtings per case	0	3 0	0	5 0	0	0 9 1/2	0	2 0
Chinese passengers	0	16 0	0	18 0	...	...	0	6 0
Foreign passengers	5	0 0	5	0 0	...	...	5	0 0

* Sliding scale.

Similar letters are given showing the rates from Tamsui to Hongkong, Amoy to Tamsui and Tamsui to Amoy. The rates for tea are stated as follows:—Tamsui to Hongkong, per half-chest, 1897, 7 1/2 d.; 1898, 7 1/2 d.; Osaka Shosen Kaisha opening rate 5d.; Douglas Steamship Co. present rate 3 1/2 d. Tamsui to Amoy, per half-chest 1897, 2 1/2 d.; 1898, 3d.; Osaka Shosen Kaisha, opening rates 2 1/2 d.; Douglas Steamship Co. 1 1/2.

A GERMAN VIEW OF ENGLAND'S ABSTENTION FROM THE PARIS EXHIBITION.

THE "OSTASIATISCHE LLOYD" THINKS IT A DODGE TO AVOID AN UNFAVOURABLE COMPARISON WITH GERMAN EXHIBITS.

The *Ostasiatische Lloyd*, commenting on the telegraphed report that English and American exhibitors were withdrawing from the Paris Exhibition, makes the following graceful and friendly suggestion:—

It would be a mistake, in our opinion, to regard this as a Jewish success. Much more probably the real reason is that the English manufacturers no longer have the courage to send their exhibits, for they well know that they cannot now as formerly maintain a comparison in the mass with the German exhibits. Germany has never before been so strongly represented at the Paris Exhibitions as England, and the change seems to annoy Englishmen. The Dreyfus case, which has caused annoyance to so many, will therefore still seem to have its good side, as it will afford them a plausible pretext for retreat.

THE PLAGUE AT NEWCHWANG.

Newchwang, 9th September.

The plague continues to spread and has now established itself amidst the foreign community. A military cordon has been placed around Russian town, and passports issued by the Russian Consul, are required before any one is allowed to pass. Our Municipal Council has erected several barriers at the approaches to the foreign settlement to keep off undesirable coolies and other plague distributing beings.

In the native city a collection of 500 coffins with corpses, have accumulated and are awaiting shipment to distant homes. Over 90 per cent. of plague cases result in death in this district.

Newchwang, 14th September.

Since writing last, the coffins with corpses have accumulated to considerably over 2,000, the result of the plague. Besides this one may see now, coffins dotted all over the plains in the

neighbourhood. At a meeting of residents a strong committee was elected to cope with the plague and signs of its energy are already in evidence. Meanwhile the plague continues its ravages unabated. Many residents contemplate leaving the neighbourhood.—*Mercury* correspondent.

A U.S. SAILING SHIP DESTROYED BY FIRE.

It was rumoured on Saturday, says the *Nagasaki Press* of the 18th September, that a telegram had been received here announcing the loss by fire near the Loochoos of an American sailing ship bound for Nagasaki. On enquiry at the U.S. Consulate, the unfortunate news is confirmed, Mr. Harris, the U.S. Consul, having received the following telegram, which he has kindly placed at our disposal:—

"Naha, September 16th.

"The American sailing ship *George Stetson*, of the State of Maine, took fire about 30 miles east of Miyago Goto on the evening of September 10th.

"Captain N. Patten and five others were saved in three boats. No loss of life."

Miyago Goto is near the Loochoo Islands. The nature of the cargo is unknown at present.

MARSHAL SU.

Shanghai, 19th September.

It is stated in local mandarin circles that Marshal Su, the Generalissimo of Kwang-si province, who is expected to arrive here from his audience in Peking in a day or two, has been appointed by the Empress Dowager Generalissimo of the forces of Kiangsu and Anhui provinces, with headquarters at Tsingkinangpu on the Grand Canal. Besides being put at the head of the troops of the Provincial Commander-in-Chief here, the naval forces of the Admiral of the Yangtze and the Nanyang Squadron will also be under the Marshal, who, in turn, it is reported, will be subordinate to Jung Lu, the Peiyang Generalissimo.—*N. C. Daily News*.

THE RECENT THIBETAN RIOT

Three weeks ago a trustworthy correspondent informed us that a telegram had been received by the Alliance Mission regarding a riot at Pao-Ngan, on the borders of Tibet. Some fuller particulars are now to hand. It seems that about the first of July a large crowd of men suddenly appeared in the same Mission's compound at Pao-Ngan, armed with guns and swords. They commenced to smash windows and destroy the house, yelling all the time like furies to "kill the foreign devils." The foreigners happily escaped by a back entrance and ran to the Yamen, taking with them only what they had on. Here they were received and they thought they were secure, but as soon as the rioters had destroyed all the property and carried off the plunder, they returned to the yamen demanding that Mr. and Mrs. Shields be handed over to them. They were put off for some time, but becoming more fierce the missionaries were told they had to go. On the next day at 8 p.m. they started and travelled all night, making 120 li. They were guarded by 40 soldiers. Thus they escaped and reached Lan Cheo, Kansu, safe, but much shattered in nerves and strength.

They are now waiting the movements of the British officials at Peking, and it is to be hoped this case will be pushed vigorously, for if not much ground will be lost and missionaries on the border will fare sadly. A vigorous policy is needed for all China. Will it ever come?—*China Gazette*.

ANOTHER MISSION DESTROYED IN SZECHUEN.

Chungking, 4th September.

A riot occurred at Shuenkingfu on 23rd ult., resulting on the destruction of the China Inland Mission house; the missionaries made their escape without injury. The authorities, too late to prevent, were eager to make amends for this outrage and on the 24th ult. had 20 carpenters at work to repair the premises. The cause of the riot was the usual charge of "eating babies" preferred against the missionaries.—*China Gazette*.

JAPAN'S TEN MILLION LOAN.

Mr. Hayakawa, a Secretary of the Finance Department, who was sent to London in connection with the negotiations for the recent loan, has just given an interesting and minute account of the proceedings to the *Kesset Konwa-kai*, an informal association of persons interested in economical topics. The first idea was to form a syndicate of Paris Bank, the Joint Stock Bank, and the Union Bank. But it was found impossible to reconcile their ideas, and the syndicate finally consisted of Paris, the Hongkong and Shanghai, the Chartered, and the Specie. At the outset there was much talk of security. In raising the loan of 1870 Japan had pledged the customs revenue, and in raising that of 1872, she had given the Government's rice as security. The London bankers wanted her to follow those precedents and insisted that she could not otherwise obtain good terms. But Count Matsukata was absolutely inflexible upon that point. He declined to give any security except the nation's credit. Then came the question of how the debt should be paid off. The Japanese negotiators insisted that the Japanese Government should be at liberty to liquidate it in whatever proportions might be convenient after the non-redemption period, whereas the other side wanted a fixed programme. That point had to be left for subsequent discussion, but it was finally decided as Japan desired. The interest and price of issue were then considered. Some of the London people thought that the terms should be the same as those given on the occasion of the Samuel Samuel loan. Others held that the condition of the Japanese domestic market should be taken as a guide. But Japan's wish being a four per cent. loan the capitalists accepted that basis and offered from 87 to 88 for the bonds. The great London merchants, Mr. Hayakawa explained, do not haggle. They value their credit too much to do anything of that kind. When they name a price it may be regarded as practically their last word. So it was decided that the issue price should be 90 for the general public, and that the Syndicate's commission, &c., should come out of that. Here a new condition was proposed, namely, that Japan should pledge herself not to raise another foreign loan for a certain term of years. That, of course, could not be agreed to. Then the problem of taxation came on the tapis. Would the Japanese Government engage not to tax the bonds? In reply it was pointed out that such an engagement would be a violation of the Constitution by which the power of taxation is vested in the Diet. At the same time the Japanese negotiators explained that as the laws of Japan now stand, income tax cannot be levied on the interest accruing from public securities when it is paid outside the Japanese Empire. The London capitalists at once bowed to the argument about the Constitution. So things were finally settled. The time, however, was decidedly unfavourable. Rothschild's Argentine loan had just failed, and Russia had entered the London market as a borrower, having, as rumour said, exhausted the lending capacity of French capitalists. Japan was urged to hasten her procedure in order to forestall Russia, and there is no doubt that these conditions, supplemented by an uneasy feeling about the Transvaal, deterred investors. The Syndicate wanted to make some supplementary agreement, in the sense of the money's being deposited with the four banks pending its gradual transfer to Japan, so as to avert the financial disturbance that might be caused by the sudden withdrawal of such a sum from the London market. But Japan adhered to the plan pursued in the case of the Indemnity. Mr. Hayakawa alluded, in conclusion, to the rumour recently circulated in Japan that Messrs. Samuel Samuel and Company had offered much better terms than those obtained from the London Syndicate, and that the Finance Department had broken faith with them. He was confident that such a story had never emanated from Messrs. Samuel Samuel and Company, for they had been associated in the 1897 loan with the Hongkong and Shanghai and the Chartered Banks, which belonged to the new London Syndicate. Besides, the terms they were said to have offered were quite incredible.—*Japan Mail*.

THE GROWTH OF HANKOW.

THE FOREIGN CONCESSIONS AND RAILWAY CONSTRUCTION.

The Hankow correspondent of the *N. C. Daily News* writes under date of 15th September:—

Hankow promises to become famous for its concessions. It already has five, all in a row—English, Russian, French, German; and Japanese—and two more, an American and a Belgian, are wanted. The new concessions do not seem to have harmed the English old one in the least, but quite the contrary. Property values are still rising, and a record figure was reached the other day when the Railway Administration paid Tls. 31,500 for the site, on No. 1 road, on which Messrs. A. S. Watson and Co.'s hong stood before it was burnt. Two new hongs and several godowns are going up, while the recently acquired extension is being surveyed in order to mark out the roads. The most serious undertaking here will be to fill up the ground, not with streets and houses, but with mud as a preliminary. The land by the Yangtze rises but a few inches above the summer level of the river, and in high water seasons is, of course, inundated. The early residents raised the present settlement by digging mud out of what is now the new extension, leaving a large and varied selection of deep ponds and holes. These are now being filled up by digging a similar series out beyond the wall which, before very long, will have to be dealt with in the same way, as Hankow grows.

On the Russian Concession practically nothing is being done. The only new erection there is Messrs. Jardine, Matheson and Co.'s fence which, right in the middle, encloses about a tenth of the whole. All the excitement about this fence has now died down, and there will be no further interference with it till arbitration has decided on the merits of the dispute. It seems a pity that there was no impartial authority to which these land cases could have been referred at the first. That foreign officials should have it in their power to appropriate and dispose of other people's property, and at the same time be the only authority to which an appeal could be made against themselves, is hardly an arrangement which anyone could justify.

On the French concession great activity prevails. The streets have been laid out, and raised to an average height of five feet above the ground level. They have also been furnished with elegant names which appear on handsome enamelled plates sent fresh out from France—a striking contrast to the slow-going Englishman's method, who, to this day, has never named his streets, but remains content with simply counting them. Upwards of twenty hongs and residences—many of them large and expensive buildings—are already up and occupied, while others are being pushed forward with all speed. The owners of these properties belong to all nationalities, Chinese included, and the Grand Republic gives a hearty welcome to all who wish the protection of the tricolour.

The German concession contains, as yet, only a number of large godowns connected with the oil, skin, and shipping business, but it promises to be an important place before long. In the thorough German way of doing things, they are busy raising the whole area, and for this purpose have imported a tramway to bring the mud from a long way back. There will thus be no trouble from low-lying lots such as vexed the English Concession for so long, and which will by and by bother the French.

The Japanese are doing nothing with their ground. It is occupied at present by a huge Chinese-owned match factory, and the huts of innumerable squatters. The Japanese Consulate is on the French Concession, and their fine new Post Office on the English. What they want a Post Office for they know best themselves, but it is here, and all the others put together would not make a better. The French have also started one, so next to concessions, Hankow comes out strong in post offices.

Japanese interests are increasing at a great rate. The German instructors of the Viceroy's troops have received notice to quit, and their places are to be filled by Japanese officers. Count Bernstorff has already gone, and the others will follow in due time. It looks as if

the reorganisation of the Yangtze Valley, which England is so shy of doing, will shortly fall into the hands of the audacious Jap.

Work on the northern railway is going on as usual. The road bed, as far as the borders of Honan is well advanced, but the bridges are still awaiting. The rails are being laid, and it is expected that trains will be running from the seven-mile creek outwards by about the end of the year. Some time must elapse before the line can be brought to Hankow. There is the difficulty of the seven-mile creek bridge, and a more serious one still in the fact that a great deal of the land on the railway route in the vicinity of Hankow is claimed by French and other foreigners. Of the forty engineers who came out a short time ago to superintend the construction of the road, upwards of a dozen are already on their way home again, victims of the climate and other discouragements. This, however, is not surprising when it is remembered that young men fresh from home are sent right into the interior to live as best they can, through a Central China summer, without being able to speak a word to any one. If they knew English they would get on better, as English-speaking boys can always be had, but the French edition of that indispensable factotum has not yet been manufactured.

FOOCHOW NOTES.

[FROM OUR CORRESPONDENT.]

Foochow is a very quiet little place, but we have our little excitements sometimes. Last week we had a regular flutter. During the forenoon of Friday people fancied they heard something like the merry infantry bugle, but such a thing being highly improbable thought it could not have been anything but fancy. But truth is stranger than fiction and by and bye a Chinese military party headed by drums and trumpets marched through the principal street of the foreign settlement. The U. S. S. *Princeton* had arrived bringing Minister Conger on a visit to the port, and Mr. Consul Gracey, being anxious to render him all honour possible, and, may be, not feeling over confident that the police force even in new uniforms would create a favourable impression, obtained the loan of the Viceroy's bodyguard. Great Scott! What visions do the words "Viceroy's Bodyguard" call up in the mind of one who has seen the magnificent regiment of cavalry that goes by that name in Calcutta. The beautiful horses, the splendid set-up and bearing of their riders, and all the attendant pomp and circumstance of war! The early morning parade on the Maidan, when the Viceroy would arrive attended by staff and bodyguard to take up his position at the saluting point! Still the tootle-tootle of the trumpets and the sharp rattle of the kettle drums made at least one old volunteer's heart beat quickly and made him look with a kindly eye upon the queer show as it went by. At the head of the party marched the drum-major with his staff, then came the drums and trumpets, and then the rank and file, two deep. British troops pride themselves upon wheeling "like a wall" and so perhaps it will not be taken as uncomplimentary to say that the members of the Fokien Viceroy's bodyguard behaved for all the world like mechanical figures. The drum-major poised his staff and swung his arm as though his body was capable of no other motion. The step was distinctly peculiar, bearing a strong resemblance to the goose-step, and being much slower than the British quick-step. But the whole party, some fifty strong, stepped as one man. The uniform was quite different from that of the ordinary Chinese braves—cloth top-boots, baggy breeches, something resembling a tunic, leather belt and cap, all of a dark colour not unlike the Rifle Brigade. The head gear resembled a fan projecting over and protecting the face and tied on by the wearer's queue, as frequently seen in Hongkong. All the rifles were carried at the "slope" and it was noticeable that each man carried his at the same angle as his fellows. They all appeared to be of the same pattern, "made in Germany," and well taken care of. Another noticeable feature was that all the men were as nearly as possible of the same size. All appeared to have been very carefully drilled indeed and seemed to feel that they knew their drill and were conducting themselves in a manner calculated to make all other Viceroy's body-

guards turn green with envy. Whether they impressed Mr. Minister Conger or not it would be hard to say, but that they impressed the natives there can be no doubt.

It is to be regretted that the prospects of the Winter Race Meeting are anything but bright. Foochow used to be able to make quite a respectable show twice a year. First the Spring Meeting died from lack of interest and now it looks as though even the Winter races would not come off. Some attribute this to the very poor quality of the griffins sent last season from Shanghai, but perhaps smaller profits and the absence of such sportsmen as Mr. Consul Siemssen and Mr. Commissioner Edgar have a good deal more to do with it. If the present residents do not take an interest in horse racing or do not feel they have the money to throw away on it it is not to be wondered at that there should be indications of a collapse.

MACAO.

[FROM OUR CORRESPONDENT.]

Macao, 25th September.

On Saturday last Mr. F. H. Fernandes, editor of the *Echo Macaense*, and Mr. A. J. Basto, the author of a paragraph which appeared in the same paper some weeks ago, were tried before the Chief Justice on a charge of defaming the Provincial Government. The paragraph which formed the basis of the charge referred to the alleged irregularities in connection with the issue of passports by the Portuguese Authorities at Macao to Chinese proceeding to the United States. The Attorney-General prosecuted and Mr. A. A. Pacheco appeared for the defendants. The court was crowded during the hearing of the case, which occupied four hours. The court convicted the defendants and sentenced Mr. Fernandes to thirty days' imprisonment and a fine of \$5, and Mr. Basto to twenty days' imprisonment and a fine of \$30, and in addition the defendants were ordered to pay the costs of the prosecution. Mr. Basto's sentence is not to take effect for two years, during which time he is to be of good behaviour, and in the event of any repetition of the offence during that period the sentence is to be doubled. It is said that both the defendants intend to appeal to the Goa court, and, if they are unsuccessful there, to carry their appeal to the Supreme Court at Lisbon. Meantime the *Echo* has suspended publication.

Preparations are going on along the Praya Grande for the illuminations in honour of Their Majesty's birthday on the 28th inst., the design including arches in front of Government House. The illuminations will extend all along the Praya from S. Francisco fort to Bom Pedro fort. No doubt the effect will be very fine. There is to be no ball, but a dinner will be given at Government House.

Bad news comes from Timor. The natives are rising again. There is a scarcity of provisions, flour amongst other things being exhausted, and the pay of the Government servants is seven months in arrear. No doubt demands will soon be made on the Macao exchequer and a great amount of our money will go to that disgracefully governed island. If we felt the money was doing good and helping a sister colony we would not feel the grievance so much, but when it goes to help Mr. Celestino in his despotic and ill advised schemes, in which more valuable lives of officers and soldiers will be uselessly sacrificed, it is quite another thing.

An officer of the name of Duarte has been shot during the fighting in Timor, and another officer is said to have shot a Portuguese sergeant. Many reports are in circulation with reference to the last named occurrence.

If demands for money are made upon Macao to carry on the war in Timor H.E. Senhor Galhardo should stand up firmly and say Macao has none to send as all its revenue is required locally. Many public improvements that are urgently required have to stand over on account of want of funds.

A steam laundry is about to be established in Shanghai and the prospectus of a fairly wealthy company will shortly be issued. An influential Directorate is assured and the machinery, which will be of American manufacture, has already been negotiated for.—*Shanghai Daily Press*.

CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO."]

Kang Yi, the Grand Commissioner, has suggested to the merchants of the seventy-two guilds that each guild should contribute a sum of money to the Government equal to the amount paid by them annually as lekin taxes. He says that the Government could thus get a sum of 3,700,000 taels against 2,000,000 taels collected by the lekin stations, and that the Government would have no expense in keeping the lekin officers, as all the lekin stations could be abolished. He says that the expense of maintaining the lekin officers amounts to 300,000 taels annually. The merchants of the seventy-two guilds held a meeting the other day to consider the question in the Kwang Chai charitable institution. They opposed the suggestion, saying that it is very difficult for them to ascertain the exact amount of goods sold by different shops, so that it is impossible to get them to pay a fair proportion of the sum to be paid to the Government. A merchant has taken this opportunity to ask the Grand Commissioner to be allowed to farm out the lekin taxes on payment of the same amount mentioned by the Grand Commissioner, namely, Tls. 3,700,000 annually. His application is under consideration.

Kang Yi is now squeezing all the officials, high and low, civil and military. He compels all the officers to pay a certain sum of money to the Government annually, according to the estimated emoluments of their posts. The Salt Commissioner is required to pay \$30,000 annually, three Prefects and nine Magistrates are to pay \$20,000 each, and all the other officers are to pay two-thirds of their extra income.

A merchant has sent an application to Kang Yi asking to be allowed to light all the streets and roads with the electric light throughout the whole of Canton. The expenses are to be defrayed by levying two months' house-rent upon the houses, the landlord and the tenant each paying one half of the sum levied.

On the night of 14th inst. a big fire occurred in a baker's shop at Tsensunghu, in Namhoi district. The people in the house were at the time busily engaged in making moon cakes. The fire broke out at 9 p.m. and was not subdued till 1 a.m., by which time fifty-one houses had been utterly destroyed. Fortunately there were some soldiers encamping in the neighbourhood who voluntarily helped to get the fire under control, otherwise the destruction of property might have been even more extensive. Some loss of life is reported.

THE PLAGUE.

During the week ended 23rd September there were 16 cases of plague and 16 deaths.

During the present week there has only been one case and one death, and it is hoped that the visitation is over for the present season.

The total number of cases since January is 1,468 and the deaths 1,411.

HONGKONG.

The American Board Mission Chapel has been licensed for the celebration of marriages.

The death rate last month was, for the British and Foreign community, 18.8, and for the Chinese community, 22.6.

A correspondent writes from the Peak:—"This morning (Tuesday) about half-past six o'clock I witnessed a most interesting sight. The clouds were hanging low and inky over the sea, and from them streamed a waterspout falling into the sea some ten or a dozen miles (I should estimate) behind Lamma Island. It was a broad round column with a smaller one adjunct to it, and looked at through a glass appeared like a dark column of water. I wonder if any of your other readers observed this spectacle."

The water police made another extensive seizure of arms on Saturday night and Sunday morning, when they raided a couple of junks as they were leaving the harbour, and got hold of 96 rifles, 40 revolvers, 14,000 rounds of ammunition, and 700 boxes of percussion caps. The rifles are muzzle-loaders but are quite new, being evidently specially made for the Chinese market. Four men were arrested and they will be brought up at the Magistracy to-day.

On Wednesday Consul-General Wildman received a telegram from New York notifying him of the arrival of Admiral Dewey.

The appointment of Mr. E. R. Hallifax to be a Police Magistrate and Justice of the Peace in the New Territory is gazetted.

There were 2,100 visitors to the City Hall Museum last week, of whom 198 were Europeans.

In addition to plague the only case of infectious disease reported last week was one of enteric fever.

It is notified that pending examination of the Peak gun the usual signal for mail steamers will be discontinued.

The new Assistant Harbour Master, Mr. B. R. Hamilton Taylor, arrived by the *Java* on the 22nd September.

The accountant of the man who was sentenced to six months' imprisonment by the Acting Chief Justice in the trade mark case should have appeared at the Police Court on the 22nd September to answer to a similar charge. He, however, did not appear, and his bail of \$300 was ordered to be estreated and a warrant for his apprehension was issued.

Dr. Lowson gave evidence at the Magistracy on Thursday at an enquiry held in respect to a Chinaman found dead in Pohang Street on the 22nd inst. He said death was caused by hemorrhage in the abdomen caused by a ruptured spleen. There were no external marks of violence. An Indian constable gave evidence as to the finding of the body, and Inspector Macnab gave evidence as to receiving the body at the station. There was no clue as to identification. The man might have fallen down the steps. The enquiry was adjourned for further enquiries.

The annual meeting of the Hongkong St. Andrew's Society was held on Tuesday afternoon. Captain G. C. Anderson, Vice-President, presided, in the absence of Mr. J. J. Bell Irving, who resigned the office of President on his departure from the colony in May last. Captain Anderson was elected President for the ensuing year, Hon. T. H. Whitehead Vice-President, Mr. D. R. Crawford Hon. Treasurer, and Mr. D. Wood Hon. Secretary. The ballot for the Committee resulted in the election of Mr. G. Murray Bain, Mr. J. C. Peter, Dr. Rennie, and Mr. J. McKie. It was decided to celebrate St. Andrew's Day by a Ball.

Four lots of Crown land were sold on Monday afternoon by Mr. G. J. W. King. Kowloon marine lots Nos. 52 and 53, situated in Kowloon Bay, near Hok Un, containing together 226,450 square ft., the annual rent being \$1,300, were bought by Mr. W. S. Bailey for \$22,660, being \$20 above the upset price. Kowloon inland lot No. 915, situated at Taikoktsui, and containing 4,035 square ft., annual rent \$28, was bought by Messrs. Arnhold, Karberg & Co. for \$1,040, being \$20 above the upset price. Rural building lot No. 100, on Barker Road, containing 30,000 square feet, annual rent \$173, was bought by Mr. C. L. Gorham for \$3,620, \$20 above the upset price.

At the Magistracy on Thursday afternoon an enquiry was held into the circumstances connected with the death of the Chinese woman who was found hanging in a pig-stye at Little Hongkong. A Chinese woman deposed to finding deceased hanging from a beam. She called out to another woman and they cut the body down, but life was then extinct. Deceased's husband was sick in bed at the time. He was witness's son. She thought her daughter-in-law hanged herself because her husband was ill, the family poor, and about \$100 owing for rent. There was no swelling on the deceased's neck. A day or two before her death she appeared to be in her right state of mind. They had not had any other death in her household recently, nor had any of her neighbours died of plague this year. The deceased had not complained to her of being unwell but she complained to other people some time ago.—Dr. Lowson, who made a post mortem examination, said he came to the conclusion that the immediate cause of death was asphyxia from strangulation. In addition there was a considerably inflamed gland on the right side of the neck, and another elsewhere, both having the typical appearance of plague glands. He thought at the time that the woman had been suffering from plague, but from the evidence he had heard he now did not think she was.—A verdict to the effect that the deceased committed suicide by hanging was returned.

A number of summonses for neglecting to lime-wash houses were heard at the Magistracy on Wednesday. A fine of \$10 was imposed in respect of each house.

The sailing vessel *Waratah* was offered for sale by public auction on Thursday by Messrs. Hughes and Hough and was bought by Mr. Hall, of Messrs. Geo. R. Stevens & Co., for \$520.

On the night of 21st September a little Chinese girl was going down Pottinger Street carrying a lighted lamp when she fell and set fire to her clothing. She was so severely injured that she died soon afterwards.

On Tuesday afternoon the floor of the cook-house at No. 113, Wellington Street, gave way and set fire to some material below. Two men were injured—one by burning—and were taken to the Hospital. The fire was extinguished by the police before much damage was done.

H.E. Tak Sou, Governor designate of Canton arrived on Wednesday by the *Kwangles*, of the C. M. S. N. Co., His Excellency at once transhipped to the gunboat *Teanlo*, which left immediately for Canton. It is said that His Excellency will take over the seal on the 29th instant.

Thursday was the birthday of their most Faithful Majesties the King and Queen of Portugal. The members of the Club Lusitano held a dance on Wednesday night in celebration of the anniversary and the Club house was as usual illuminated. The dance was held on Wednesday in consequence of the Band of the Hongkong Regiment being engaged to play elsewhere on Thursday night.

We understand that no reply has yet been received to the offer made by wire to the authorities at home by H.E. General Gascoigne of the services of a couple of officers and about 50 men connected with the Hongkong Volunteer Corps for the Transvaal. It is hardly likely that the offer will be accepted, though the spirit which actuated it cannot fail to be appreciated at home. The ball was set rolling by Captain Potts, whose appeal for volunteers met with an immediate response.

At the Magistracy on Saturday Mr. Gompertz had before him a Chinese confectioner from Aberdeen who was charged with the dastardly offence of throwing vitriol at a sampan woman. It seems that on Thursday evening the defendant, as was his wont, went to visit the woman, and when some distance away he noticed her talking to another man. His jealousy being at once aroused he returned to his shop for a bottle of vitriol, and threw the contents over the woman. Through the latter jumping into the water immediately her injuries were not so serious as they might have been. The occurrence was reported to the police and Sergeant Langley arrested the man. The defendant was committed for trial.

MISCELLANEOUS.

In a fire which occurred in some Chinese houses in Shantung Road, Shanghai, on the 20th September two children were burnt to death.

A telegram from New York published by the *Shogyo Shimpo* says that the cotton crop in the United States is bad this year, and that the yield will be only 68½ per cent. of the average. Prices are rising rapidly.

A cricket match was played at Kobe on the 18th September between the Kobe Cricket Club and the Fleet, which was then visiting the port. Kobe's score was 173 and the Fleet's 97.

The American transport *Garonne*, from Seattle for Manila, arrived at Kobe on 14th inst. She is a vessel of 4,000 tons and is under the command of Captain C. G. Conrad. She carries 387 horses and 74 cavalrymen. The vessel was to remain a week at Kobe. The *Kobe Herald* says, the horses were to be fed on the banks of the Minatogawa or on the vacant lot near the Shinkwa, Hiogo.

The prospectus of the Shanghai Pulp & Paper Co., Limited, has been published. The capital will be Tls. 450,000 in 4,500 shares of Tls. 100 each, of which 1,250 are offered for public subscription. Messrs. J. P. Bisset & Co., in their share report dated Shanghai, 18th September, say works of this kind are successful in Japan, and there is no reason why they should not succeed at Shanghai. The former attempt to establish a paper mill failed through want of money to complete the works.

It is expected (says the *Japan Mail*) that the next half-yearly report of the Nippon Yusen Kaisha will show a very flourishing state of affairs. During March, April, and May business was somewhat slack, but from June it became exceptionally brisk, and in addition to obtaining full freights, the Company found its expenses reduced by about three hundred yen in consequence of the diminished cost of coal. Thus the rate of dividend will probably be 9 per cent. and may be as much as 10.

The *Echo de Chine* is in a furious passion with the *N. O. Daily News* over the latter's comments on the Dreyfus case. As to French injustice, in no other country, says the Shanghai French organ, would the sense of justice have been strong enough to secure a new trial in such a case. Our contemporary says that it was itself in favour of revision, but now that a second trial has taken place it maintains that the verdict should be accepted. What, it asks, would England have thought if the French press had taken up the Maybrick case in the spirit in which the English press has taken up the Dreyfus case?

COMMERCIAL.

TEA.

SHANGHAI, 23rd September.—(From Messrs. Welch Lewis & Co.'s Circular.)—From Hankow we learn that the demand for common Black Tea still continues, but supplies are nearing the end. Black Tea.—Three or four buyers have had this market to themselves, but the competition between them has been strong enough to raise prices one tael to one tael and a half a picul. Stocks are small, and the season is nearly closed.

Settlements during the fortnight are:—

Ningchow.....	5,253	1-chest, Tls. 17 1/2	22 1/2
Keemun	118	"	20
Hobow	1,216	"	16.60/19.85
Kutoan	120	"	17.10
Wenchow.....	622	"	15 1/2/18 1/2
Oonan	667	"	15 1/2/19 1/2

7,996

Stock, 2,121 half-chests, against 6,532 half-chests at same time last year.

Green Tea.—No news of importance has been received from the consuming markets. Pingueys.—Most of the settlements reported were made before the departure of last mail. Demand remains slack, but Teamen are not willing to give way in prices to meet buyers' views. Country Teas.—There is very little change to report in these descriptions. Choice Moyunes and Tienkai are slow of sale. Mounes and Tienkai up to Tls. 25/26 are in good request at about previous prices. Fychows are strong at Tls. 19 @ 22 1/2. Local packs are neglected.

Hysons.—Teas from Tls. 20 at 25 are down to the lowest point of last year. From Tls. 26 at 31 good Moyunes and Tienkai are obtainable, which in some cases show a difference of Tls. 7 at 14 from prices once refused for them. Tels 50 has been paid for a few "choice" Teas, but Teamen find it difficult to get over Tls. 38 for anything. The stock is estimated at about 26,000 1-chests, and it is said that most of the orders for Batoum are already executed. Shipments of Green Tea to London are still much below the average, though there has been more disposition to ship to that market lately.

Settlements during the fortnight:—

	1-chests.	at Tls.
Pinguey.....	11,185	21.00 a 28.50
Local packed.....	643	20.00 a 22.30
Fychow	1,241	19.50 a 22.75
Tienkai	6,026	22.50 a 30.00
Moyune	6,084	22.00 a 30.00

25,178 1-chests

Total Settlements since the opening of the season:—

	1899 x 1900.	Stock.
	1-chests.	1-chests.
Pinguey.....	82,991	10,876
Local packed.....	16,168	1,894
Fychow	10,862	
Tienkai	29,982	15,376
Moyune	35,209	
Total.....	175,212	28,146

	1898 x 1899.	Stock.
	1-chests.	1-chests.
Pinguey.....	23,710	19,667
Local packed.....	12,897	8,495
Fychow	9,241	
Tienkai	7,583	31,829
Moyune	34,855	
Total.....	108,286	54,991

EXPORT OF TEA FROM CHINA TO UNITED KINGDOM AND CONTINENT.

	1899-1900	1898-99
	lbs.	lbs.
Hankow and Shanghai...	9,514,030	10,608,322
Amoy.....	214,403	332,886
Foochow	10,080,134	9,756,843
Canton.....	3,354,451	2,727,279
	23,168,018	23,403,180

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1899-1900	1898-99
	lbs.	lbs.
Shanghai.....	1,222,849	1,132,577
Amoy	3,828,401	5,409,716
Foochow	3,157,850	4,236,327
	8,209,100	10,778,620

EXPORT OF TEA FROM CHINA TO ODESSA

	1899-1900	1898-99
	lbs.	lbs.
Shanghai and Hankow...	25,368,948	22,676,902

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1899-1900	1898-99
	lbs.	lbs.
Yokohama	19,569,578	18,221,575
Kobe.....	10,328,281	8,828,355
	29,897,857	26,849,930

SILK.

CANTON, 16th September.—Silk.—Tsattees.—No settlements are reported. Re-reels.—About 100 bales of Nos. 1 & 2 Grant have been sold at \$775/760. Filature.—The increased demand mentioned in our last issue has not been maintained. Fine sizes in Best No. 2 chops are still in good demand, but coarser sizes, especially in lower grades, are almost entirely neglected. Prices of good chops show no weakness so far, but on lower grades, coarse sizes, small concessions are obtainable. Very high prices are being paid for 5th crop cocoons. Estimates of the 5th crop's yield differ considerably; we do not think it will exceed 9/10,000 bales. Short-reels.—Good chops have been in little enquiry, though Good No. 3 14/16 and 14/18 are eagerly sought after, but none are obtainable. Waste.—93 have been paid for Extra. Deniers are asking \$95, but the market closes quiet and there are no buyers as this price.

SHANGHAI, 23rd September.—(From Messrs. A. B. Rurkill & Sons' Circular.)—The Home markets are easier, Gold Killings are quoted at Fca. \$1.50 in Lyons. Raw Silk.—A moderate business has been done, prices of Tsattees are steady, but not strong. Coarse Silks are in good request and keep firm. We estimate the stock of unsold white Silk, all qualities, to be between 8,000 and 9,000 bales. Settlements this week amount to some 600 bales. Yellow Silk.—A good demand keeps prices very firm, and in some instances an advance has been obtained, we estimate the stock to be about 1,000/1,200 bales. Settlements this week amount to fully 400 bales. ARRIVALS, as per Customs returns, September 16th to 22nd, are: 1,548 bales White, 717 bales Yellow, and 60 bales Wild Silks. Hand Filatures.—About 150 bales have been settled. Steam Filatures.—Market quiet but strong. Very little doing. The Export of Steam Filatures to date is: 1,700 bales to America, 1,571 bales to the Continent, 34 bales to London, and 1 bale to Japan. These figures do not include the shipment by the *Gaelic*. Wild Silk.—Quiet, only 50 bales have been dealt in this week. Waste Silk.—Market strong but business is only on a small scale as there are no supplies available, we hear of a settlement of 300 piculs Rat Tails at Tls. 23 per picul for whole bales. Shantung Pongees.—1,500 pieces have been dealt in this week:—

19 " 19 " " 25 " " "	4.25
19 " 19 " " 22 " " "	3.00/3.30

Quotations in Taels per picul—Average Exchange for the week 4 m/s. 2/8 1/2 and Fca. 30 1/4. Freight Tls. 7.25 per cwt:—

	Ts.
Buffalo 2.....	480
" 3.....	480
" 4.....	480
Yellow Elephant.....	500
Gold Killing.....	500
Choy Killing.....	500
Blue Double Elephant.....	517 1/2
Hintah Chayling.....	500
Market Chop.....	477 1/2
Hangchow Tsattees.—	
Lanping.....	480
Taysan.....	492 1/2
White Kahing, Gold Lion Extra.....	505
Green Kahing, Gold Goose 2.....	450
9 by 12 Moss, Green Stork Extra.....	450
" " " I.....	449 1/2
" " " II.....	412 1/2
" " " Double Butterfly 2.....	412 1/2
Skins.....	
Blue Monster 1.....	380
Green " 1.....	380
Yellow Silk.....	
Gold Buffalo Chop.....	440
Gold Elephant Chop.....	405
Mienchow Ex. No. 1 and 2.....	387 1/2/375/362 1/2
Meeyang Ex. No. 1, 2 and 3.....	366/352/335/320
Fooyung Ex. and No. 1 and 2.....	360/332 1/2/30
Wongchow Ex. and No. 1.....	235/200
Szechow Market 1.....	23 1/2
Steam Filatures.—	
Sooking Woman and Loom, 9/11 Den., 1.....	885
" 2.....	865
Dah Lun Stork Chop, 13/15 Den., 3.....	815
Hand Filature.—	
Red Flag Chop No. 2.....	670
" 3.....	660
Mars Chop 1.....	647 1/2
Tussah Filature (8 Cocoons) Three Joss Chop.....	262 1/2
Tussah Raw.....	125

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1899-1900	1898-99
	bales.	bales.
Shanghai.....	40,766	23,670
Canton.....	10,838	10,317
Yokohama.....	8,240	4,955
	59,844	38,942

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1899-1900	1898-99
	bales.	bales.
Shanghai.....	4,993	1,938
Canton.....	3,239	4,033
Yokohama.....	8,471	4,550
	16,768	10,501

CAMPBOR.

HONGKONG, 29th September.—The market is again weaker. Quotation for Formosa are \$66.50 to \$67.00 sales 400 piculs

SUGAR.

HONGKONG, 29th September.—The advance last reported has continued and quotations are again higher. Quotations are:—

Shekloong, No. 1, White...	8.75 to 8.80	pcd.
do. " 2, White...	7.95 to 8.00	"
Shekloong, No. 1, Brown...	5.80 to 5.95	pcd.
do. " 2, Brown...	5.80 to 5.85	"
Swatow, No. 1, White...	8.80 to 8.85	"
do. " 1, White...	7.85 to 7.90	"
Swatow, No. 1, Brown...	5.85 to 5.90	"
do. " 2, Brown...	5.75 to 5.80	"
Foochow Sugar Candy.....	12.60 to 12.65	"
Shekloong.....	11.85 to 11.90	"

MISCELLANEOUS EXPORTS.

Per steamer *Indralama* sailed on the 19th September. For New York:—5,750 bales hemp, 300 cases cassia, 58 cases ginger preserves, 66 cases Chinaware, 15 cases paper, 17 cases bristles, 2 cases merchandise, and 50 cases preserves.

Per P. & O. steamer *Canton*, sailed on the 22nd September. For Manchester:—429 bales waste silk. For Rotterdam:—150 cases preserves. For London:—1,619 cases preserves, 107 bales canvas, 470 cases preserves, 170 bales feathers, 300 rolls matting, 275 bales waste silk, 14 rolls mats, 1 case cigars from Manila, 2 cases copperware, 2 cases feathers, 2 cases samples, 1 case pianoforte, 8 cases curies, 3 cases cigars, 1 case silk handkerchief, 2 cases lacqueredware, 1 case blackwood furniture, 3 packages tea, 26 packages sundries, and 8,740 boxes tea.

Per steamer *Indus* on the 23rd September. For Milan:—45 bales raw silk and 37 bales waste silk. For Marseilles:—575 bales raw silk, 200 bales pieced cocoons, 80 cases cassia, 8 cases silks, 10 cases essential oil, 10 cases

preserves, 2 cases Chinaware, 3 cases tea, 1 case blackwoodware, 10 packages sundries, and 4 cases casios. For Lyons:—629 bales raw silk. For Havre:—11 rolls matting. For Manchester:—100 bales waste silk. For London:—2 cases silks and 8 packages sundries.

OPIUM.

HONGKONG, 29th September.—Bengal.—The market has kept steady, closing quotations being New Patna \$872½, New Benares \$840.

Malwa.—Nothing has been done in this drug, but an improvement in prices has taken place. Following are the latest figures.

New \$800 with alic of — to — catties.
Old (2 yrs.) \$830 " " " ½ to 2½ "
" (8/4 ") \$840 " " " ½ to 1½ "
" (5/6 ") \$8.0 " " " — to — "

Persian.—The market is quiet, and rates close at \$650 for Oily and Paper-wrapped at \$650 to \$770 according to quality.

To-day's stocks are estimated as under:—

New Patna	786 chests.
Old Patna	59 "
New Benares	444 "
Malwa	883½ "
Persian	976 "

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1899.	\$	\$	\$	\$	\$	\$
Sept. 23	867½	—	837½	—	800	—
Sept. 24	870	—	837½	—	800	—
Sept. 25	870	—	837½	—	800	—
Sept. 26	870	—	837½	—	800	—
Sept. 27	870	—	840	—	800	—
Sept. 28	870	—	840	—	800	—
Sept. 29	872½	—	840	—	800	—

COTTON.

HONGKONG, 29th September.—No change; market steady for superior grades. Stocks, about 3,000 bales.

Bombay.....16.00 to 17.00 picul.
Kurrachee.....— to — "
Bengal (New), Rangoon, }
and Dacca } 17.00 to 20.00 picul.
Shanghai and Japanese, ... 23.00 to 24.00 "
Tungchow and Ningpo..... 23.00 to 24.70 "
Ma ras (Best).....— to — "
Sales: 950 bales Bengal (Rangoon, new), and Dacca.

RICE.

HONGKONG, 29th September.—An active demand has been experienced from Canton and prices continue to advance. Quotations are:—

Saigon, Ordinary.....\$2.45 to 2.50
" Round, Good quality 2.90 to 2.95
" Long 3.30 to 3.34
Siam, Field, mill cleaned, No 2 ... 2.80 to 2.85
" Garden, " No. 1 ... 3.35 to 3.36
" White 3.75 to 3.80
" Fine Cargo..... 4.00 to 4.15

MISCELLANEOUS IMPORTS.

HONGKONG, 29th September.—Among the sales reported during the week are the following:—

YARN AND PIECE GOODS:—Bombay Yarn:—50 bales No. 8 at \$70, 1,400 bales No. 10 at \$74 to \$82.75, 600 bales No. 12 at \$74 to \$87, 150 bales No. 16 at \$92 to \$96, 850 bales No. 20 at \$90 to \$97. Grey Shirtings.—600 pieces 8½ lbs. Blue Seal at \$3.05, 750 pieces Blue Locket at \$4.05. White Shirtings.—500 pieces X 6 at \$4, 500 pieces Gold Goose at \$4.50, 500 pieces X 6 at \$4.00, 1,000 pieces X 7 at \$4.25, 1,000 pieces X 8 at \$4.55, 1,000 pieces X 9 at \$4.55. T-Cloths:—750 pieces 7 lbs. Mex. Red Stag at \$2.46, 1,500 pieces 7 lbs. Silver Lion No. 2 at \$1.88. Victoria Lawns.—2,000 piculs W. Brown Stag at \$0.69.

COTTON YARN.—per bale
Bombay—Nos. 10 to 20s. ... 64.00 to 96.00
English—Nos. 16 to 24..... 108.00 to 109.00
" 22 to 24..... 107.00 to 111.00
" 28 to 32..... 115.00 to 120.00
" 38 to 42..... 126.00 to 134.00

COTTON PIECE GOODS.—per piece
Grey Shirtings—6½ lbs. 1.75 to 1.85
7 lbs. 1.95 to 2.08
8½ lbs. 2.45 to 3.20
9 to 10 lbs. 3.40 to 4.15
White Shirtings—54 to 56 rd. 2.35 to 2.55
58 to 60 " 2.75 to 3.40
61 to 66 " 3.80 to 4.45
Fine..... 4.45 to 7.20
Book-folds. 3.90 to 5.80
Victoria Lawns—12 yards ... 0.66 to 1.35

T-Cloths—6½ lbs. (32 in.), Ord'y. 1.55 to 1.75
7½ lbs. (32 ") " 1.88 to 2.15
8½ lbs. (32 ") Mex. 1.65 to 1.85
7½ lbs. (32 ") " 2.15 to 2.80
8 to 8½ oz., (36 in.) 2.40 to 3.25
Drills, English—40 yds., 14 to 16½ lbs. 3.70 to 6.40

FANCY COTTONS—

Turkey Red Shirtings—1½ to 8½ lbs. } 1.65 to 4.85

Brocades—Dyed 3.10 — 4.60 per yard

Damasks 0.12 to 0.15

Chintzes—Assorted 0.08 — 0.10

Velvets—Black, 22 in 0.22½ to 0.50

Velveteens—18 in..... 0.21 to 0.22 per dozne

Handkerchiefs—Imitation Silk 0.25 to 1.25 per yard

WOOLLENS—

Spanish Stripes—Sundry chops. 0.71 to 1.60

Habit, Med., and Broad Cloths. 1.25 to 5.50

Long Ells—Scarlet 6.25 to 9.50

Assorted 6.35 to 9.60

Camlets—Assorted 11.50 to 31.00

Lastings—30 yds., 3 inches, } 8.00 to 20.00

Assorted }

Orleans—Plain 7.50 to 8.50

Blankets—8 to 12½ lbs. (pair) ... 4.50 to 14.00 per pair

Metals—

Iron—Nail Rod 5.25 to — per picul

Square, Flat Round Bar ... 5.60 to —

Swedish Bar..... 6.50 to —

Small Round Rod 6.00 to —

Hoop ½ to 1½ in., 6.50 to —

Wire 15/25 9.50 to —

Old Wire Rope 3.00 to —

Lead, L. B. & Co. and Hole (ho. 9.50 to —

Australian 9.15 to —

Yellow M'tal—Muntz 14/20 oz. 41.00 to —

Vivian's 14/20 oz. 41.00 to —

Elliot's 14/20 oz. 41.00 to —

Composition Nails 65.00 to —

Japan Copper, Slabs 40.00 to —

Tin 92.00 to —

Tin-Plates 7.90 to — per box.

Steel ½ to ½ 6.25 to — per cwt. case

SUNDRIES—

Quicksilver 154.00 to — per picul

Window Glass 5.70 to — per box.

Kerosene Oil 2.60 to — per 10-gal. case

SHANGHAI 23rd September.—(From Messrs. Noel Murray & Co.'s Price Goods Trade Report.)

—Piece Goods.—The market during the week has been interrupted by the Native holidays in connection with the Mid-Autumn Festival, and consequently there is once more, very little to report. No trouble appears to have occurred over the settlement, which is not surprising, in this branch of the trade, considering the comparatively favourable terms on which the goods still in Native hands were bought. The only shadow over the market is the uncertainty regarding the intentions of the high Authorities in Peking, and this the dealers here appear to have decided to risk. Even the severe outbreak of plague in Newchwang does not seem to have affected the market there, and the shipments thence, although during the first six months of this year far exceeding any previous year, are keeping up on the same scale. Little news has come in from any of our dependencies during the interval, as business will not be properly resumed until next week, but judging by the exceptionally large purchases of Indian Yarn for Szeehuen, shipments thither the must be on the point of being resumed. It is said the market there has advanced five taels a bale, but is not sufficiently high to permit of Japanese or local spinnings being bought at prices current here. The one anomaly about the market is the failure of prices to adequately advance at Addition. It certainly looks as though there were some ring on, and considering the high prices that would have to be paid to repare the goods a curtailment of the quantities, or total suspension for a time, would benefit the concerned as well as the market generally. A fair quantity of goods continue to be settled to arrive, but indentors for the most part are unable to connect with MANCHUKIA, which continues very firm with a large business doing, but presumably not for this market. The demand for Szechuen has given a decided impetus of the Indian Yarn market here, and as holders of these Spinings are able to considerably undersell the local and

and Japanese Yarns most attention has centred in them. The market is well supplied and able to meet all demands, which are likely to be considerable owing to the high prices of Piece Goods and possible scarcity in the near future. Local Spinners are asking more than buyers care to pay, consequently there are no sales reported, but the resales of the Yarn in Bundles show an advance of a tael and a half to two taels. Cotton has advanced with the advent of more rain, and spot sales to some extent have been made at Tls. 16.30 net, and Tls. 16.00 net for forward delivery — best machine ginned.

MARKETS 25th September.—(From Messrs. Alex. Biefield & Co.'s Report).—Not a single transaction has been reported during the week. Prices are rising at home, and here slightly in sympathy, but little real ordering will be done, as we have repeatedly said, until present stocks are exhausted.

JOINT STOCK SHARES.

HONGKONG, 29th September.—Business continues quiet and rates inclined to weakness. Transactions have been few and far between and of a very limited nature. It is anticipated that after the monthly settlement an improvement may take place.

BANKS.—Hongkong and Shanghai after further small sales at 347 changed hands at 345 and 346 per cent. prem., closing steady at the latter rate; on time no transactions are reported. Nationals continue in demand at \$264 without bringing many shares on the market.

MARINE INSURANCES.—China Traders have found further buyers at \$64½ and Unions at \$260. The latter has declared to pay a dividend of \$18 subject to confirmation of shareholders at the meeting to be held on Thursday, 12th October. Cantons have ruled very quiet with sellers at \$147½ and a small sale was effected at \$145. Straits continue weak and without business. In the Northern Insurances no local business having taken place (except a small sale of Yangtszes) the quotations are taken from the last Shanghai circulars.

FIRE INSURANCES.—The market remains very dull with no business. Hongkong are quoted at \$335 and Chinas at \$88, both with sellers.

SHIPPING.—Hongkong, Canton and Macao have ruled weaker with sales and sellers at \$30 after small transactions at \$30½ and \$30. Indo-Chinas have found buyers at \$71 and \$72 to a fair extent and the market closes steady at \$72. Douglasses have changed hands at \$50 and \$49½ and at time of closing are obtainable at \$49. China Mutuals and China Manillas unchanged and without business.

REFINERIES.—China Sugars continue weak at quotation with no business to report.

MINING.—Punjoms have found further small buyers at \$8.75 to \$8.90, market closing steady at \$8.75. Charbonnages have improved to \$245 with sales and buyers. Queens are now on offer at 45 cents without business. Jelesbus, after sales at \$134, \$134, \$14, and \$14½, have improved to \$15, closing steady to strong at that rate. Raubs have ruled steady with sales at \$62½ and \$63, closing firmer at \$64. Olivers A & B have changed hands at quotations and Great Easterns have declined to \$2 after sales at \$2.50, \$2.40, \$2.30, \$2.20, and \$2.10.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks, after sales at \$30 and \$31 for settlements, gradually weakened and sales were effected at \$25, \$26, and \$27 per cent. prem., market closing much firmer at \$30 with probable buyers. Amoy Docks have found further buyers at \$18, but close with sellers at that rate. Kowloon Wharves have ruled quieter, with sellers at \$96½ and no buyers over \$96, no sales are reported. Wanchais could be placed at quotation but no shares are forthcoming.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands have ruled quieter with sellers and only small sales at \$114 and \$113, market closing with sellers at the latter rate. Hotels have failed to maintain their position and sales have been effected at \$130 cash, but close with buyers at that rate. Humphreys have ruled steady at \$10½ with sales at that and at \$10.15. West Points continue on offer at \$34 without inducing buyers to come forward.

COTTONS.—Sales of Hongkong are reported at \$50. In the absence of local business quotations for the Northern mills are taken from Shanghai circulars.

MISCELLANEOUS.—Star Ferries have changed hands at \$19½, \$19½, and \$19, Green Islands at \$23½ (at which more shares are wanted), Watsons at \$16.80, \$16.75, and \$16.50, China Providents at \$9½, \$9½, and \$9, the last named closing with sales at \$9½.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & Shanghai	\$125	\$157½, sales & sales.
China & Japan, ordv.	£4	£1.
Do. deferred	£1	£5 5s.
Nail Bank of China		
B. Shares	£8	\$26½, sales & bys.
Foun. Shares	£8	\$26½, buyers
Bell's Asbestos E. A.	£1	nominal
Campbell, Moore & Co.	\$10	\$ 4, buyers
China Prov. L. & M.	\$10	\$9 25, buyers
China Sugar	\$100	\$147, sellers
Cotton Mills—		
Ewo	Tls. 100	Tls. 68
International	Tls. 100	Tls. 75
Laou Kung Mow	Tls. 100	Tls. 77½, sellers
Soychee	Tls. 500	Tls. 3 0
Yahloong	Tls. 100	Tls. 57½
Hongkong	\$100	\$50, sales & buyers.
Dairy Farm	\$6	\$5.25, buyers
Fenwick & Co., Geo.	\$25	\$42½, buyers
Green Island Cement	\$ 0	\$28½, buyers
H. & C. Bakery	\$50	\$25.
Hongkong & C. Gas	£10	\$127.
Hongkong Electric	\$10	\$13, sellers
H. H. L. Tramways	\$ 00	\$147½, buyers
Hongkong Hotel	\$50	\$130, buyers
Hongkong Ice	\$25	\$130, sellers
H. & K. Wharf & G.	\$50	\$96½, sellers
Hongkong Rope	\$50	\$11½, buyers
H. & W. Dock	\$125	\$530 p. ct. p. em. =
Insurance—		
Canton	\$50	\$147½, sellers
China Fire	\$20	\$88, sellers
China Traders	\$25	\$64½, sellers
Hongkong Fire	\$50	\$335, sellers
North-China	£25	Tls. 20½, buyers
Straits	\$20	\$5, sellers
Union	\$50	\$260, buyers
Yangtze	\$60	\$124, sales
Land and Building—		
Hongkong Land Inv.	\$50	\$113, sellers
Humphreys Estate	\$10	\$10½, sellers
Kowloon Land & B.	\$30	\$28, sellers
West Point Building	\$50	\$33, sellers
Luzon Sugar	\$100	\$52, sellers
Mining—		
Charbonnages	Fcs. 250	\$240, sellers
Gt. Estn. & C'donian	\$ 1	\$ 2, sellers
Do. Preference	\$1	\$ 7½ cts., buyers
Jelebu	\$ 5	\$14.75, buyers
Queen's Mines Ltd.	25c	45 cts., sales
Oliver's Mines, A.	\$5	\$12 sales
Do. B.	\$4½	\$7.50, buyers
Punjum	\$6	\$3½, buyers
Do. Preference	\$1	\$ 2.
Raubs	15s 10d	\$64, buyers
New Amoy Dock	\$6½	\$18, sales & sellers
Steamship Coys.—		
China and Manila	\$50	\$90, sellers
China Mutual Pref.	\$10	£10, 0s, buyers
China Ordinary	£10	£7, 0s, buyers
Do.	£5	£3, 10s., buyers
Douglas Steamship	\$50	\$19, sellers
H., Canton and M.	\$15	\$29½, buyers
Indo-China S. N.	£10	\$72, buyers
Star Ferry	\$7½	\$19, buyers
Tebran Planting Co.	\$5	\$5, sellers
Do.	\$3	\$3.
United Asbestos	\$2	\$2.
Do.	\$10	\$10, nominal
Wanchai Warehouse	\$37½	\$45, buyers
Watson & Co., A. S.	\$10	\$16.50, buyers

J. Y. V. VERNON, Broker.

SHANGHAI, 25th September.—(From Messrs. J. P. Bisset & Co.'s Report).—Business during the week has been rather slack, although prices, with exception of Hongkong and Shanghai Bank and Shanghai-Langkai shares, have been well maintained. As the 30th falls on Saturday, when the Banks close at noon, it is proposed to clear the shares settled for that date on the 29th. Banks.—Hongkong and Shanghai Banking Corporation.—Only one transaction has been reported, a sale to Hongkong at 347 per cent. premium, with exchange 72½, equal too 344½ per cent. premium, with exchange 78. Marine Insurance.—Unions were sold to Hongkong at \$258½, and placed locally at \$260. North-Chinas changed hands at Tls. 200. Fire Insurance.—No local business. Shipping.—Indo-China S. N. shares were placed at Tls. 53 cash and Tls. 54 for October and Tls. 55 for December. Sugars.—Pe. at Sugar Cultivation shares were sold at Tls. 61, and are wanted on time. Mining.—Great Eastern and Caledonian Gold

Mining Preference shares were purchased from Hongkong at \$0.80. Docks, Wharves and Godowns.—Shares in Boyd and Co. were sold at Tls. 195, and in S. C. Farnham & Co. at Tls. 210 and Tls. 212½. Shanghai Engineering shares are offering. Hongkong and Whampoa Dock shares changed hands locally at 520 per cent. premium. Shanghai and Hongkew Wharf shares were placed at Tls. 237½ cash and Tls. 250 for 31st March. Lands.—Shanghai Land Investment shares were sold, and are wanted, at Tls. 82.25. Weihaiwei Land and Building shares were sold at Tls. 26. Industrial.—Shanghai Gas shares were placed at Tls. 205. Ewo Cotton Mill shares are offering. Laou-kung-mow shares were placed at Tls. 77 cash and Tls. 82 for 31st March. Soy-chee shares are offering. Yah-loong shares were sold for 31st December at Tls. 60. Tugs and Cargo Boats.—Shanghai Tug Boat, and Cooperative Cargo Boat shares are wanted. Miscellaneous.—Shanghai Waterworks shares were sold at Tls. 265. Shanghai-Langkai Tobacco shares were placed at Tls. 160, 155, 150, and Tls. 140. Loans.—Shanghai Municipal Debentures were placed, 5 per cent. at Tls. 90, and 5½ per cent. at Tls. 95, and are wanted. Quotations are:—

BANKS.

Hongkong and Shanghai.—\$555.68.
Bank of China and Japan, Ltd.—£10.0.
Do. ordinary.—£5.5.0.
National Bank of China, Ltd.—\$26.00.

COTTON MILLS.

Ewo Cotton Spinning & W. Co., Ltd.—Tls. 68.00.
Hongkong Cotton S. W. & D. Co.—\$65.00.
International Cotton Man. Co., Ltd.—Tls. 75.00.
Laou-kung-mow Cotton Co., Ltd.—Tls. 77.00.
Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.00.

DOCKS, WHARVES, & CO.

Boyd & Co., Ltd., Founders.—Nominal.
Boyd & Co., Limited.—Tls. 195.50.
Hongkong & K'loon Wharf Company.—\$98.00.
Hongkong and Whampoa Dock Co., Ltd.—\$775.00.
S. C. Farnham & Co.—Tls. 212.50.
Shanghai Engineering S. & D. Co.—Tls. 95.00.
Shanghai & Hongkew Wharf Co.—Tls. 237.50.

INSURANCES.

Canton Insurance Office, Ltd.—\$118.75.
China Fire Insurance Co., Ltd.—\$87.00.
China Traders' Insurance Co., Ltd.—\$63.50.
Hongkong Fire Insurance Co., Ltd.—\$325.00.
North China Insurance Co., Ltd.—Tls. 200.00.
Straits Insurance Co., Ltd.—\$6.50.—Nominal.
Union Insurance Society of Canton, Ltd.—\$260.
Yangtze Insurance Assocn., Ltd.—\$125.00.

LANDS.

Hongkong Land Invest. & A. Co., Ltd.—\$114.00.
Humphreys Estate & Finance Co., Ltd.—\$10.40.
Shanghai Land Invest. Co. (fully pd.)—Tls. 82.25.

MINING.

Punjum Mining Co., Ltd.—\$9.00.
Punjum Mining Co., Ltd., pref. shares.—\$2.00.
Raub Australian Gold Mining Co., Ltd.—\$62.00.
Sheridan Consolidated Co.—Tls. 4.00.

SHIPPING.

China Mutual preference.—Tls. 72.00.
Do. ordinary, £5 paid.—Tls. 80.00.
Co-operative Cargo Boat Co.—Tls. 170.00.
Douglas Steamship Co., Ltd.—\$50.50.
Hongkong, Canton and Macao.—\$31.25.
Indo-China Steam N. Co., Ltd.—Tls. 53.00.
Shanghai Cargo Boat Co.—Tls. 175.00.
Shanghai Tugboat Co., Ltd.—Tls. 232.50.
Taku Tug & Lighter Co., Ltd.—Tls. 80.00.

SUGAR.

China Sugar Refining Co., Ltd.—\$148.00.
Luzon Sugar Refining Co., Ltd.—\$54.00.
Perak Sugar Cultivation Co., Ltd.—Tls. 61.00.

MISCELLANEOUS.

American Cigarette Co.—Tls. 67.50.
Central Stores, Ltd.—\$11.00.
China Flour Mills Co.—Tls. 30.00.
Hall & Holtz, Ltd.—\$36.00.
Llewellyn & Co., J., Limited.—\$5.00.
Major Brothers, Limited.—Tls. 35.00.
Shanghai Feather Cleaning Co.—Nominal.
Shanghai Gas Co.—\$205.00.
Shanghai Horse Bazaar Co., Ltd.—Tls. 80.00.
Shanghai Ice, Cold Storage, & Refrigeration Co., Ltd.—Tls. 36.00.
Shanghai Langkat Tobacco Co., Ltd.—Tls. 140.
Shanghai Rice Mills Co.—Tls. 25.00.
Shanghai Sumatra Tobacco Co.—Tls. 52.50.
Shanghai Waterworks Co., Ltd.—Tls. 265.00.
Watson Co., A. S., Limited.—\$17.00.

EXCHANGE.

FRIDAY, 29th September.

ON LONDON.—

Telegraphic Transfer 1/11½
Bank Bills, on demand 1/11½
Bank Bills, at 30 days' sight 1/11½
Bank Bills, at 4 months' sight 1/11½

Credits, at 4 months' sight 1/11½
Documentary Bills, 4 months' sight 1/11½

ON PARIS.—

Bank Bills, on demand 2.45
Credits, at 4 months' sight 2.49½

ON GERMANY.—

On demand 1.98

ON NEW YORK.—

Bank Bills, on demand 47½
Credits, 60 days' sight 48½

ON BOMBAY.—

Telegraphic Transfer 144
Bank, on demand 144½

ON CALCUTTA.—

Telegraphic Transfer 144
Bank, on demand 144½

ON SHANGHAI.—

Bank, at sight 72½
Private, 30 days' sight 73½

ON YOKOHAMA.—

On demand 5 % pm.

ON MANILA.—

On demand 2½ % pm.

ON SINGAPORE.—

On demand 1 % pm.

SOVEREIGNS, Bank's Buying Rate 10.21

GOLD LEAF, 100 fine, per tael 58.00

TONNAGE.

HONGKONG, 29th September.—Since our last, rates continue remain firm. From Saigon to Hongkong, 18 cents per picul, is offered for medium sized carriers; to Java (1 port) 30 cents. From Java to Hongkong, 30 cents per picul can be obtained for prompt loading. Newchwang to Canton, 29 cents per picul is offered. Japan coal freights.—A steamer has been closed from Mororan or Otaru to Hongkong, at \$2.50. From Moji to this, \$2.40 per ton; to Singapore, \$3.30 nominal. Sailing tonnage.—From Rajang to this, \$12½ per ton. Hence to Ark, 15s. per ton, to Callao, 22s. 6d. per ton.

There are three vessels disengaged in port registering 7,652 tons.

The following are the settlements:—

China.—German steamer, 1,271 tons, Newchwang to Canton, 27 cents per picul.

St. Jerome.—British steamer, 1,445 tons, Mororan Otaru to Hongkong, \$2.50 per ton.

Java.—Australian steamer, 2,227 tons, Moji to Hongkong, \$2.25 per ton.

Daphne.—German steamer, 1,415 tons, Moji to Hongkong, \$2.30 per ton.

Decima.—German steamer, 1,145 tons, Moji to Hongkong, \$2.40 per ton.

Independent.—German steamer, 1,440 tons, Moji to Hongkong, \$2.45 per ton.

Taitee.—German steamer, 939 tons, Hongkong to Hongkong, \$1.80 per ton.

Deuteros.—German steamer, 1,252 tons, Hongkong to Saigon, \$2.25 per ton.

Kongkong.—British steamer, 862 tons, Saigon to Hongkong, 20 cents per picul.

Deuteros.—German steamer, 1,252 tons, Saigon to Hongkong, 19 cents per picul.

Tetartos.—German steamer, 1,578 tons, Saigon to Hongkong, 17 cents per picul.

Tritos.—German steamer, 1,083 tons, Saigon to Hongkong, 18 cents per picul.

Quarta.—German steamer, 1,146 tons, Saigon to Hongkong, 18 cents per picul.

Independent.—German steamer, 1,040 tons, monthly, 1 month, \$5.00 per month.

Tetartos.—German steamer, 1,612 tons, monthly, 5 months, \$6.25 per month.

VESSELS ON THE BERTH.

For LONDON.—Valette (str.), Sarpedon (str.), Candia (str.), Calchas (str.), Sado Maru (str.), Orestes (str.), Java (str.).

For BREMEN.—Sachsen (str.).

For MARSEILLE.—Tamba Maru (str.), Sado Maru (str.), Salasia (str.), Malaya (str.).

For HAVRE AND HAMBURG.—Bamberg (str.), Heidelberg (str.), Savoia (str.), Siberia (str.), Andalusia (str.).

For SAN FRANCISCO.—China (str.), Nippo Maru (str.).

For SAN DIEGO VIA SHANGHAI.—Thyra (str.).

For VANCOUVER.—Empress of China (str.).

For VICTORIA, B.C., VIA SHANGHAI.—City of Dublin (str.).

For PORTLAND, O.—Monmouthshire (str.).

For NEW YORK.—Argyll (str.), Ping Suey (str.), Challenger (str.).

For AUSTRALIA.—Futami Maru (str.), Taiyuan (str.), Airie (str.).

For SINGAPORE, PENANG, AND CALCUTTA.—Catherine Apear (str.).

For SINGAPORE, PENANG, AND BOMBAY.—Bisagno (str.).

For BOMBAY VIA SINGAPORE AND COLOMBO.—Hiroshima Maru (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

September—

ARRIVALS.

23, Lyeemoon, German str., from Shanghai.
 23, Hanoi, French str., from Haiphong.
 23, Valkyrien, British bark, from Borneo.
 23, Bygdo, Norwegian str., from Canton.
 23, Kwangping, Chinese str., from Tientsin.
 23, Sabine Rickmers, British str., from Amoy.
 23, Waratah, British sch., from Takow.
 24, Anping Chinese str., from Shanghai.
 24, Chowfa, British str., from Bangkok.
 24, Choysang, British str., from Swatow.
 24, Haiching, British str., from Coast Ports.
 24, Kaifong, British str., from Newchwang.
 24, Nurnberg, German str., from Kobe.
 24, Arratoon Apcar, British str., from Moji.
 24, Holstein, German str., from Saigon.
 25, Cheangchow, British str., from Straits.
 25, Devawongse, British str., from Bangkok.
 25, Abergeldie, British str., from New York.
 25, Telemachus, British str., from Moji.
 25, Catherine Apcar, Brit. str., from Calcutta.
 25, Clara, German str., from Haiphong.
 25, Hailan, French str., from Hoihow.
 25, Triumph, German str., from Pakhoi.
 25, Kagoshima Maru, Jap. str., from London.
 25, Tonkin, French str., from Marseilles.
 26, Futami Maru, Jap. str., from Nagasaki.
 26, Bingo Maru, Japanese str., from London.
 26, Sishan, British str., from Saigon.
 26, Salahadji, British str., from Moji.
 26, Bisagno, Italian str., from Bombay.
 26, China, German str., from Canton.
 26, Nanshan, Amr. collier, from Manila.
 27, Zweena, British str., from Samarang.
 27, Lyeemoon, German str., from Canton.
 27, Choysang, British str., from Canton.
 27, Haimun, British str., from Tamsui.
 27, Taurugisan Maru, Jap. str., from K'notzu.
 27, Chingwo, British str., from Amoy.
 27, Szechuen, British str., from Swatow.
 27, Kwanglee, Chinese str., from Shanghai.
 27, Quarta, German str., from Saigon.
 28, Anping, Chinese str., from Canton.
 28, Nanyang, German str., from Swatow.
 28, Airlie, British str., from Kobe.
 28, Kachidate Maru, Jap. str., from K'notzu.
 28, Haliotis, British str., from Singapore.
 28, Princeton, Amr. gunboat, from Amoy.
 28, Equatoria, Belgian str., from Saigon.
 28, Independent, German str., from Sourabaya.
 28, Rohilla, British str., from Yokohama.
 28, Hue, French str., from Haiphong.
 28, Progress, German str., from Touron.
 29, Kaifong, British str., from Canton.
 29, Esmeralda, British str., from Manila.
 29, Valetta, British str., from Shanghai.
 29, Formosa, British str., from Tamsui.
 29, Ariake Maru, Japanese str., from Moji.
 29, Pausing, British str., from Saigon.
 29, Parratta, British str., from Bombay.
 29, Undaunted, British cruiser, from Kob.

September— DEPARTURES.

23, Indus, French str., for Europe.
 23, Hongkong, French str., for Haiphong.
 23, China, German str., for Canton.
 23, Lyeemoon, German str., for Canton.
 23, Chiyuen, Chinese str., for Shanghai.
 23, Taisang, British str., for Ningpo.
 23, Yawata Maru, Jap. str., for Nagasaki.
 23, Diamante, British str., for Manila.
 24, Hongkong Maru, Jap. str., for S. F. oisco.
 24, Tamsui Maru, Jap. str., for Swatow.
 24, Serbia, German str., for Yokohama.
 24, Hailong, British str., for Swatow.
 24, Hoihao, French str., for Hoihow.
 24, Kumsang, British str., for Calcutta.
 24, Hating, French str., for Hoihow.
 25, Kwangping, Chinese str., for Canton.
 25, Anping, Chinese str., for Canton.
 25, Choysang, British str., for Canton.
 25, Candia, British str., for Nagasaki.
 25, Java, British str., for Shanghai.
 25, Eastern, British str., for Shanghai.
 26, Tonkin, French str., for Shanghai.
 26, Sungkiang, British str., for Manila.
 26, Bygdo, Norw. str., for Chefoo.
 26, Nanyang, German str., for Swatow.
 26, Sabine Rickmers, Brit. str., for Foochow.
 26, Pisa, German str., for New York.
 26, Kaifong, British str., for Canton.
 26, Tritos, German str., for Saigon.
 26, P. C. Klao, British str., for Bangkok.

27, Empress of Japan, Brit. str., for Vancouver.
 27, Cheangchow, British str., for Amoy.
 27, Chwnshan, British str., for Swatow.
 27, Triumph, German str., for Hoihow.
 27, Hanoi, French str., for Hoihow.
 27, Haiching, British str., for Swatow.
 27, Sishan, British str., for Amoy.
 27, Abergeldie, British str., for Shanghai.
 27, Nurnberg, German str., for Hamburg.
 28, Clara, German str., for Haiphong.
 28, Kosai Maru, Japanese str., for Swatow.
 28, Choysang, British str., for Swatow.
 28, Bingo Maru, Japanese str., for Nagasaki.
 29, Szechuen, British str., for Bangkok.
 29, Haimun, British str., for Swatow.
 29, Tailee, German str., for Hongay.
 29, Haliotis, British str., for Yokohama.
 29, China, German str., for Chefoo.
 29, Princeton, Amr. gunboat, for Canton.
 29, Taurugisan Maru, Jap. str., for Moji.
 29, Lyeemoon, German str., for Shanghai.
 29, Futami Maru, Jap. str., for Australia.
 29, Devawongse, British str., for Bangkok.
 29, Kagoshima Maru, Jap. str., for Kobe.

PASSENGER LIST.

ARRIVED.

Per *Hailong*, from Coast Ports, Mrs. Leach, Mr. F. G. Fair and 202 Chinese.

Per *Java*, for Hongkong, from London, Mr. B. R. H. Taylor, Mr. J. Barry, Mr. and Mrs. D. W. Bell and two children, Mr. Renney, and Mr. H. R. Boyd; from Singapore, Mr. A. H. Ellis, and 209 Chinese.

Per *Indus*, for Hongkong, from Yokohama, Messrs. S. Komor and Fulcher, Miss Eca da Silva, Messrs. Eca da Silva, Marquez, and Yasaburo, Sisters Celua, Etienne, and Marie Joseph; from Kobe, Mr. de Waslowski, Mr. and Mrs. Van Pleet, Mr. and Mrs. E. W. Moir; from Nagasaki, Rev. Delalex; from Shanghai, Messrs. J. H. Abbott, L. A. Leefe, Karanga, Ferras, Allemas, Reichstein, L. Teiffenberg, A. Menakum, Chang, A. Zickermahn, Miss Waller, Mrs. Cridland, and Miss Smith; for Saigon, from Yokohama, Mr. Yang Chuen; from Kobe, Mr. Garcaud; from Shanghai, Messrs. Kerok Lui Lan, Pui Sang, Tsang Sik Cham, Tsang Kie, and Moi Chie; for Singapore, from Yokohama, Mr. Abrams; from Kobe, Mr. Bagnoll; from Nagasaki, Messrs. Hoyuda and Hashimoto; from Shanghai, Mr. Deronzier; for Port Said, from Shanghai, Mr. Tamenko; for Marseilles, from Yokohama, Mr. E. A. Foster, Lieut.-Col. Lekomezu, Messrs. Okamura, Katsumoto, and Murakami; from Nagasaki, Messrs. Jazugo Murakami, Mitakuri, and Takayasu; from Shanghai, Messrs. de Jose and C. Schlee, Miss Anz, Mr. Anz, and Mr. Pakko.

Per *Chowfa*, from Bangkok, Mr. W. MacDonald.

Per *Haiching*, from Coast Ports, Messrs. Ip Win Shan and Khoo Yen Kwan.

Per *Anping*, from Shanghai, Mr. Dunleavy, and Miss D. La Verne.

Per *Catherine Apcar*, from Calcutta, &c., Sergeant Gourbay, and Mr. Tong Chong Kee.

Per *Bisagno*, from Bombay, &c., Mr. Galluzzi Alfredo.

Per *Futami Maru*, from Nagasaki for Hongkong, Miss Mansfield and Mr. S. Fukuchi; for Townsville, Consul K. and Mrs. Jishima, Mr. and Mrs. D. Patience, Miss Hancock, Messrs. C. C. Bray and S. Kaneko; for Sydney, Mr. F. G. Sale; for Melbourne, Mr. S. Wheeler.

Per *Tonkin*, for Hongkong, from Marseilles, Mrs. Debeaux; Messrs. Han-en and Reitan; from Singapore, Messrs. Bertlett, Robertson, Foon Seng, Weng Yoh Hang, Loh Geoh Chong, Loh Keng Fou, Lazare Lerborito, Leon Wertmann, Contzomiti, Samuel, Israil, and Mrs. Mary Fix; from Saigon, Messrs. Boivin and Gabriel; for Shanghai, from Marseilles, Messrs. Bishop and Piloher, Mrs. Malon, Mr. Morpuyo, Sister Marie Therese, Messrs. Rendall and Burns, Sisters Augustine, Helene, and Vincent, Reva, Zellerem, Pitone, Sartner, De Gry, and Acona, Sisters Marie, Josephine, Louise, Genevieve, Jeanne, and Miss Louise Vidal; from Port Said, Mr. and Mrs. Licaro and 2 children, and Mr. Omari; from Singapore, Messrs. Bitohano, Carail, Salvador, and Smith; for Nagasaki, from Marseilles, Reva, Ginot, Blessner, and Ribot; for Yokohama, from Marseilles, Messrs. Ouachara, Borshart, and Alkan, Mrs. Bontard and daughter, Mrs. Mills, Reva. Bon-

nean, Laden, and Firth; from Colombo, Mr. Merichi; from Singapore, Messrs. Nova, Van Hunt, and Nakagawa; from Saigon, Mr. Masieh. Per *Kwanglee*, from Shanghai, H.E. Tuk, Governor of Canton, and suite.

Per *Airlie*, from Kobe, &c., Mr. and Mrs. R. Reed, and Mr. H. Stubbings.

Per *Rohilla*, from Yokohama, for London, Mr. J. T. D. Hutton, Miss Hutton, Fleet Eng. F. J. Moore, R.N.; for Marseilles, Mrs. and Miss Hutton, and Commander Lovechio; for Singapore, Mr. J. H. Neelis; for Hongkong, Mr. H. W. Andrews; from Kobe, for London, Mr. F. W. Thomas, Miss C. F. Thomas, and Mr. F. E. Hammond; for Hongkong, Mr. and Mrs. E. V. Kellett, Mr. and Mrs. W. D. Kirkman, Mrs. Parsons, Miss Parsons, and Master Parsons.

DEPARTED.

Per *Kiojun Maru*, for Kobe, &c., Mrs. Leach, and Mr. F. G. Fair.

Per *Indus*, for Saigon, Mr. l'Abbe Thevenin; for Singapore, Mrs. James Walker, Mr. E. L. Johnson, Sisters M. McBean and G. Arnan, Mr. M. Hechter, Mrs. Handrap, and Mr. F. C. Adie; for Port Said, Mr. P. H. Kuhn; for London, Mrs. M. Robinson, and Mr. A. M. Hankinson; for Marseilles, Mr. F. Engel.

Per *Hongkong Maru*, for Shanghai, Bishop Graves, Messrs. W. F. Tyler, C. Brown, and Da Pra Grovanni; for Kobe, Major and Mrs. W. H. Anderson; for Yokohama, Mr. and Mrs. Tauuma and infant; for San Francisco, Mr. R. D. Oldham, Lieut. C. P. Plunket, Messrs. B. Braham and W. Liebes, Mr. and Mrs. W. C. Kaelin, Mr. Peter Donohue, Mrs. Emile Gohde, Messrs. J. Tracey, Fred. Williams, and J. Dillon.

Per *Diamante*, for Manila, Mrs. Cowen, Mrs. A. C. Sturges, Messrs. Manuel Perrez and Robinson, Mrs. H. W. Edelman, Messrs. M. de la Rosa, Silas B. Tainter, E. D. Scott, Mrs. Ruth M. Krimingham, Mrs. Sleeper and child, Messrs. F. B. Jones and A. L. Bagnall, Mrs. Gorham, Mrs. Sanger, Mr. and Mrs. Ramirez and child, Messrs. Leefe, J. Maz, A. H. Bancker, P. Deronzier, Mrs. M. Godfrey, Mrs. Wills, Messrs. R. Colgrove and A. M. Collins, Mr. and Mrs. Lambie and infant, Sergeant Marison, Sergeant Glassford, and 5 Europeans, deck.

Per *Yawata Maru*, for Nagasaki, Mr. Irvin L. Hunsaker, Petty Officer A. Gibson, Mr. F. Yamamura, Rev. Adamson, Mr. J. Barry, R.N., Capt. R. S. D. Cumming, R.N., Mrs. Terry, Mr. T. G. Denby, Miss Terry, Miss L. Terry, Master Terry, Miss M. Terry, and Miss S. Terry; for Yokohama, Mrs. Vanexen, Misses Vanexen (2), Capt. Tokizawa, Miss Dening, Mr. Armstrong, Mr. Moore, Colonel and Mrs. Denby, Messrs. Worcester, Gassies, and R. Nakachiba.

Per *Tonkin*, for Shanghai, Mrs. W. Miller, Messrs. W. Armstrong, T. Mitchell, H. Piry, Ngan Sen Chor, G. E. Cardoso, G. Williams, and W. Kay; for Kobe, Mr. Ng Hok Hin and child; for Yokohama, Mrs. Jocelyn, Messrs. A. Troval, Yeong, Young Fook Cho, and M. J. Johannes.

Per *Sungkiang*, for Manila, Mr. and Mrs. Mordey, Messrs. B. Taylor and Thomas Oria, Masters M. and T. Oria, Miss Oria, and Mrs. F. Tenedero.

Per *Empress of Japan*, for Shanghai, Mr. and Mrs. H. J. Gedge, Mr. and Mrs. V. A. Caesar Hankins, Mrs. and Miss Almeida, Miss Remedios, Mr. A. Clark, Mrs. H. Donnenberg, Messrs. A. H. Ellis, S. Komor, N. E. Schmidt, and E. W. Maitland; for Kobe, Mr. and Mrs. M. Most, Rev. and Mrs. S. H. Wairight and 2 children, Mrs. F. A. Brown, Miss Murray Bain, Messrs. H. M. Bain, A. G. Husian, S. P. Wadai, and F. Henderson; for Yokohama, H.E. and Lady Phya Ritherong and two children, Major J. C. C. Watson, Mrs. J. T. Brown, Miss Twynan, Messrs. J. H. Cockledge, Robert Riddock, W. C. MacDonald, and Luang S. Brecha; for Seattle, Mr. and Miss Chas. L. Tung, and Mr. Lee Vick How; for San Francisco, Mr. Fred. B. Frank; for Montreal, Mr. R. J. Mancantelli; for Demerara, Mrs. H. O. A. King; for London, Mr. and Mrs. T. Bayley, Messrs. R. C. Snowden, A. Bartholomew, and Geo. Sellar; from Yokohama, for San Francisco, Mrs. Thos. E. Evans; for Washington, Colonel Denby, and Mr. T. G. Denby; for Ann Arbor, Mr. Dean Worcester; for Detroit, Mrs. Denby; for London, Messrs. E. S. Halford, A. T. Manville, and Saml. C. Cohen.

HONGKONG.

STEAMERS.

Airlie, British steamer, 2,400, Clyma, Sept. 28, Gibb, Livingston & Co
 Ariake Maru, Jap. str., 1,884, Tasaka, Sept. 29, M. B. Kaisha
 Arratoon Apar, British str., 1,392, Ahrheart, Sept. 24, Order
 Bisagno, Italian str., 1,509, Dante, Sept. 26, Carlowitz & Co
 Catherine Apar, British str., 1,730, Olifent, Sept. 25, David Sassoon, Sons & Co
 China, Amr. str., 3,187, Seabury, Sept. 21, P. M. S. S. Co
 Chingwo, British str., 2,517, Harris, Sept. 27, Holliday, Wise & Co
 Equatoria, Belgian str., 1,200, Daly, Sept. 28, Order
 Esmeralda, British str., 966, Cobban, Sept. 26, Shewas, Tomes & Co
 Fausang, British str., 1,140, Mitchell, Sept. 29, Jardine, Matheson & Co
 Formosa, British str., 674, Douglas, Sept. 29, Douglas Lapraik & Co
 Hailan, French steamer, 377, Bast, Sept. 25, Chinese
 Hue, French steamer, 704, Merlees, Sept. 28, A. R. Martv
 Independent, German str., 857, Holtz, Sept. 28, Sander, Wieler & Co
 Kachidate Maru, Jap str., 2,143, Fujiki, Sept. 28, M. B. Kaisha
 Kaifong, British str., 998, Laver, Sept. 24, Butterfield & Swire
 Kwanglee, Chinese str., 1,505, Lincoln, Sept. 27, Chinese
 Legaspi, Spaniol. steamer, 565, Tribar, Sept. 4, Order
 Nanyang, German str., 983, Lehmann, Sept. 28, Douglas Lapraik & Co
 Parramatta, British str., 2,854, Symons, Sept. 29, P. & O. S. N. Co
 Progress, German str., 657, Brandt, Sept. 28, Chinese
 Quarta, German str., 1,146, Joannsen, Sept. 27, Sander, Wieler & Co
 Robt. Dickenson, Brit. str., 1,331, Macdonnell, Sept. 29, Arnold, Karberg & Co
 Rohilla, British str., 3,501, Lockyer, Sept. 28, P. & O. S. N. Co
 Salahadji, British str., 1,235, Amena, Sept. 26, Meyer & Co
 Suevia, German steamer, 2,662, Forok, Sept. 14, Siemens & Co
 Taiyuan, British str., 1,460, Nelson, Sept. 3, Butterfield & Swire
 Valetta, British str., 5,021, Preston, Sept. 29, P. & O. S. N. Co
 Wyefield, British str., 2,088, Cartmer, Sept. 29, Order

MAILING VESSELS.

Challenger, Amr. ship, 1,428, Gould, Sept. 12, Arnold, Karberg & Co
 Etha Rickmers, Ger. ship, 1,754, Beneke, Sept. 22, Arnold, Karberg & Co
 Gov. Robie, Amr. ship, 1,627, Nichols, Aug. 21, Standard Oil Co
 Hutton Hall, British ship, 1,989, Thurber, Sept. 5, Order
 Josephus, Amr. ship, 1,347, Gilkey, Aug. 30, Standard Oil Co
 May Flint, Amr. ship, 3,576, Banfield, Sept. 20, Standard Oil Co
 Retriever, British schooner, 96, Parker, Sept. 8, Order
 St. David, Amr. ship, 1,400, Lyons, Aug. 15, Order
 Simla, British 4-m. bark, 2,187, Huestis, Aug. 25, Order
 Valkyrien, British bark, 498, Hall, Sept. 23, Order
 Waratah, British sch., 25, Haynes, Sept. 23, F. W. Hall

HER BRITANNIC MAJESTY'S SHIP.
IN THE CHINA SQUADRON.

Alacritia, despatch-boat, 2,000 h.p., Capt. Smith Dorrien, cruising
 Algerine, sloop, 6 guns, 1,100 h.p., Comdr. E. J. W. Slade, at Yokohama
 Aurora, cruiser, 12 guns, 8,500 h.p., Captain Bayly, at Hakodate
 Bardier, battleship, 14 guns, 9,000 h.p., Cap. Hon. S. C. J. Colville, C.B., at Nagasaki
 Bonaventura, cruiser, 10 guns, 7,000 h.p., Comdr. R. A. J. Montgomerie, C.B., at Hongkong

Brisk, cruiser, 6 guns, 5,600 h.p., Capt. Wrey, at Shanghai
 Centurion, flagship, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, at Yokohama
 Daphne, sloop, 8 guns, 1,400 h.p., Comdr. C. Winnington-Ingram, at Hakodate
 Esk, gun-boat, 3 guns, 200 h.p., Lieut. and Comdr. C. Chadwick, at Shanghai
 Fame, torpedo-boat destroyer, 6 guns, 5,700 h.p., Lieut. and Comdr. Roger Keyes, at N'saki
 Firebrand, gun-boat, 4 guns, 360 h.p., in reserve, at Hongkong
 Handy, torpedo-boat destroyer, 6 guns, 4,000 h.p., in reserve, at Hongkong
 Hart, torpedo-boat destroyer, 6 guns, 4,000 h.p., in reserve, at Hongkong
 Hermione, cruiser, 10 guns, 7,000 h.p., Captain Callaghan, at Yokohama
 Humber, storeship, Comdr. H. J. Davison, at Hongkong
 Iphigenia, cruiser, 8 guns, 7,000 h.p., Capt. H. N. Dudding, cruising
 Linnet, gun-vessel, 2 guns, 870 h.p., Com. Wm W. Smythe, cruising
 Orlando, cruiser, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, at Nagasaki
 Peacock, gunboat, 6 guns, 720 h.p., Lieut. Comdr. P. S. St. John, at Manila
 Phoenix, sloop, 6 guns, 1,100 h.p., Capt. R. P. Cochran, at Singapore
 Pigmy, gunboat, 6 guns, 720 h.p., Lieut. Comdr. C. J. F. Green, at Hankow
 Plover, gunboat, 6 guns, 720 h.p., Lieut. Comdr. C. V. de M. Cowper, at Weihaiwei
 Rattler, gunboat, 6 guns, 600 h.p., Lieut. Hon. G. A. Hardinge, at Yokohama
 Sandpiper, river gunboat, 2 guns, Lieut. and Comdr. Carr, on West River
 Swift, gun-vessel, 2 guns, 870 h.p., Commander C. W. Winnington-Ingram, at Hongkong
 Tamar, receiving ship, Commodore Francis Powell, C.B., at Hongkong
 Tweed, gunboat, 3 guns, 200 h.p., in reserve, at Hongkong
 Undaunted, armoured cruiser, 12 guns, 5,500 h.p., Capt. A. C. Clarke, at Hongkong
 Victorious, battleship, 16 guns, 10,000 h.p., Captain A. Schomberg, at Yokohama
 Waterwitch, surveying ship, 450 h.p., Lieut. Comdr. W. Pindsey Dawson, at Foochow
 Whiting, torpedo-boat destroyer, 6 guns, 5,900 h.p., Lieut. and Comdr. Kelly, cruising
 Wivern, coast defence ship, armoured, 4 guns, 1,000 h.p., at Hongkong
 Woodcock, gunboat, 2 guns, 560 h.p., Lieut. and Comdr. Watson, at Ichang
 Woodlark, gunboat, 2 guns, 550 h.p., on Yangtze

FOREIGN MEN-OF-WAR ON THE
CHINA AND JAPAN STATION.

Admiral Korniloff, Russian protected cruiser, 36 guns, 9,000 h.p., Capt. Jakovleff, at Nagasaki
 Aleout, Russian gunboat, 8 guns, 1,200 h.p., Capt. Elkiaky, at Vladivostok
 Aspie, French gunboat, 6 guns, 453 h.p., Capt. Journet, at Bangkok
 Baltimore, American protected cruiser, 10 guns, 10,644 h.p., Capt. N. M. Dyer, at Manila
 Bennington, American gunboat, 6 guns, 3,436 h.p., Capt. Taussig, at Hongkong
 Bobre, Russian gun-vessel, 13 guns, 1,150 h.p., Capt. Dobrovolsky, at Nagasaki
 Buffalo, Amr. cruiser, 6 guns, 3,600 h.p., Comdr. J. N. Hemphill, at Manila
 Callao, American gunboat, 1 gun, 55 h.p., Lieut. B. Tappan, at Manila
 Castine, American gunboat, 8 guns, 2,119 h.p., Comdr. S. W. Very, at Manila
 Celtic, American supply ship, 1,890 h.p., Lieut. Comdr. N. J. K. Patch, at Manila
 Charleston, Amr. protected cruiser, 8 guns, 6,666 h.p., Capt. W. H. Whiting, at Manila
 Concord, Amr. g.-bt., 6 guns, 3,405 h.p., Com. A. Walker, at Manila
 Culgon, American supply ship, 2,350 h.p., Lieut. Comdr. J. W. Carlin, at Manila
 D'Entrecasteaux, French flagship, 14 guns, 3,500 h.p., Capt. de Maroll, at Saigon
 Descartes, French cruiser, Capt. M. Bernard, at Foochow
 Deutschland, German cruiser, 8,000 h.p., Capt. Muller, at Kiaochau
 Dimitri Donskoy, Russian armoured cruiser, 34 guns, 7,000 h.p., Com. Sharon, at Vladivostok
 Don Juan de Austria, Amr. monitor, Captain Rowin, at Hongkong
 Eclairer, French gunboat, 8 guns, 2,050 h.p., Captain Texier, at Along
 Elba, Italian cruiser, 18 guns, Capt. Ceccani, at Nagasaki
 Etna, Italian cruiser, Capt. Giovanni Giosello, at Nagasaki
 Gaidamak, Russian torpedo boat, 18 guns, 3,500 h.p., Captain Serebrenniff, at Vladivostok
 Gefion, German cruiser, 10 guns, 9,000 h.p., Capt. Rollmann, at Kiaochau
 Glacier, Amr. supply ship, Comdr. C. H. Arnold, at Manila
 Gremiatshy, Russian armoured cruiser, 12 guns, 2,000 h.p., Capt. Miklashevsky, at P. Arthur
 Helena, American gunboat, 8 guns, 1,988 h.p., Capt. W. T. Swinburn, at Manila
 Hertha, German cruiser, 20 guns, 10,000 h.p., Captain von Usedom, at Yokohama
 Iltia, German gunboat, 10 guns, — h.p., Capt. H. H. Laus, at Kiaochau
 Irene, German cruiser, 22 guns, 8,000 h.p., Capt. Obenheimer, at Foochow
 Isla de Luzon, Amr. cruiser, Captain Rowan, at Hongkong
 Isla de Cuba, Amr. cruiser, Captain Gyles, at Hongkong
 Jaguar, German cruiser, Captain Kinderling, at —
 Jean Bart, French cruiser, 10 guns, 8,000 h.p., Capt. Auber, at Nagasaki
 Kaiserin Augusta, German cruiser, 20 guns, 14,030 h.p., Capt. Gulich, at Yokohama
 Kaiserin Elizabeth, Austrian cruiser, 23 guns, 8,000 h.p., Capt. von Wellstaet, at Nagasaki
 Kersaint, French gun-vessel, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon
 Korévetz, Russian cruiser, 9 guns, 2,150 h.p., Capt. Sillmann, at Port Arthur
 Liberal, Portuguese gunboat, 3 guns, 500 h.p., Comdr. Cunha Lima, at Hongkong
 Lion, French gunboat, Captain Amet, 4 guns, 500 h.p., at Shanghai
 Mandjour, Russian cruiser, 14 guns, 1,400 h.p., Captain Yakovlev, at Vladivostok
 Manila, American gunboat, 2 guns, 750 h.p., Lieut. Comdr. F. Singer, at Manila
 Marco Polo, Italian cruiser, 22 guns, 10,000 h.p., Captain Ed. Incarnato, at Singapore
 Moeve, German gunboat, Captain Merten, at Amoy
 Monadnock, Amr. double-turret monitor, 6 guns, 3,000 h.p., Capt. Nichols, at Manila
 Monocacy, American cruiser, 6 guns, 850 h.p., Comdr. Geo. A. Bicknell, at Shanghai
 Monterey, Amr. double-turret monitor, 4 guns, 5,244 h.p., Com. E. H. C. Leutze, at Manila
 Navarin, Russian battleship, 2 guns, 1,150 h.p., Captain Yenish, at Port Arthur
 Oregon, American battle-ship, 16 guns, 1,119 h.p., Capt. A. S. Barker, at Manila
 Otavany, Russian armoured cruiser, 12 guns, 2,500 h.p., Com. Coprianoff, at Nagasaki
 Pamiat Azova, Russian armoured cr., 36 guns, 8,000 h.p., Capt. Nidermiller, at Vladivostok
 Pascal, French cruiser, 14 guns, 8,500 h.p., Capt. de Bretzel, at Nagasaki
 Petrel, Amr. gunboat, 4 guns, 1,095 h.p., Com. G. C. Cornwell, at Manila
 Piemonte, Italian cruiser, 12 guns, 12,000 h.p., Captain F. Giuliani, at Shanghai
 Princeton, American gunboat, 6 guns, 800 h.p., Comdr. Harry Knox, at Canton
 Russia, Russian cruiser, Capt. Domojoff, 22 guns, 14,500 h.p., at Vladivostok
 Rurik, Russian flagship, 48 guns, 13,500 h.p., Com. Haupt, at Nagasaki
 Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barranoff, at Vladivostok
 Sissoi Veliky, Russian battleship, 14 guns, 8,500 h.p., Capt. Mollas, at Port Arthur
 Sivoutch, Russian gunboat, 13 guns, 1,200 h.p., Capt. Niedermuller, at Shanghai
 Stromboli, Italian monitor, 26 guns, Captain Bregante, at Shanghai
 Surprise, French gunboat, 2 guns, 900 h.p., Capt. Plessix, at Saigon
 Vauban, French cruiser, 11 guns, 4,560 h.p., Captain Blondel, at Kwongchan Wan
 Vladimir Monomach, Russian cruiser, 16 guns, Captain Prince Ouchtomsky, at Nagasaki
 Vsadnik, Russian torpedo-boat, 18 guns, 1,500 h.p., Capt. Rogulia, at Vladivostok